



CURRENT EVENTS

AN AGRICULTURAL, HORTICULTURAL AND INDUSTRIAL MAGAZINE
DEVOTED TO THE DEVELOPMENT OF
MISSOURI, KANSAS, ARKANSAS, INDIAN TER.,
LOUISIANA AND TEXAS.



PUBLISHED QUARTERLY. PRICE 25 CENTS PER YEAR.
CURRENT EVENTS PUBLISHING CO., 1417 MAIN ST., KANSAS CITY, MO.

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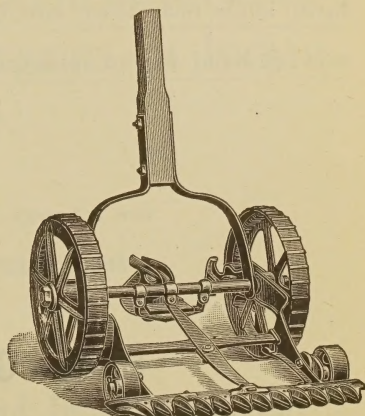
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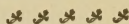
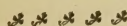
JULY, 1906

VOLUME FIVE

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Avery's Bluff at Noel, Missouri.

The Waters of Western Arkansas.

The sedentary habits of the dwellers of the towns and cities have much to do with the troubles and disorders humanity is afflicted with. Many of the diseases are due to local conditions, and chief among these is the water consumed from day to day as food and beverage. The mineral contents of most waters is small, but their constant use will sooner or later bring about bodily ills of one kind or another. The drinking water in perhaps seventy-five out of one hundred places contains impurities, either organic or mineral, which are more or less detrimental to health. The river, well and spring waters of many localities are more or less highly charged with lime or with soda (alkali), and when taken into the stomach and distributed throughout the system are deposited in the tissues, causing a hardening of the tendons, a stiffening of the joints, a hardening of the veins and a loss of suppleness in the body. Because of an excess of lime the bones become brittle, gravel is formed in the kidneys, and all functions of the body are more or less disturbed. While lime is necessary in the building up of the body, an excess neutralizes the effectiveness of the gastric juices, retards digestion, assimilation and elimination, and irritates the kidneys. Chronic indigestion, rheumatism, diseases of the intestines, neuralgia, kidney diseases and goitre in women are readily traceable to an excess of lime. An excess of soda, long continued, will irritate and inflame the mucous membranes of the intestines and cause a multitude of troubles.

The human organism will stand for much abuse, but a continuous use of "hard water," or "alkali" water, combined with a sedentary occupation is beyond its power of resistance. Almost any kind of a mineral water consumed continuously will have a deleterious effect, and the magnitude of the damage will depend upon the amount of mineral carried in the water.

Nature, when given an opportunity, will rapidly repair damages. Pure, cold

water taken systematically and continuously, with abundant out-door exercise, carried on for a few weeks will overcome many old chronic disorders. Hot and cold baths taken systematically, will bring into action functions that have been dormant for months and years, and produce results not obtainable by any course of medicine. Pure water taken in large quantities is known to be a powerful kidney and liver stimulant, and is one of the most effective means of taking up the excess of mineral matter accumulated in the body and eliminating the same.

Pure water is the principal factor in healthy digestion, assimilation and excretion, particularly when accompanied by moderate physical exercise. The disuse for a time of the impure water gives the system an opportunity to purify itself, and it certainly should have the opportunity once or twice a year. In many disorders the use of pure water alone, accompanied with more or less physical exercise would be ample and sufficient to bring about a cure.

In cases where the disorders are of long standing and the system is indurated with an excess of lime, resulting in the consequent diseases of the stomach, liver and kidneys, which have become chronic and also dangerous, pure water alone will not always bring the best results. Certain mineral salts intelligently used for a short period of time are then of the greatest value.

The therapeutic action of medicinal mineral waters depends chiefly upon their composition, their temperature and a variety of other circumstances, as climate, diet, physical exercise, etc. The months of June, July, August and September are generally deemed the best time in the year for undergoing a course of mineral water treatment. Early rising is essential, and as a general rule mineral waters should be taken before breakfast, say several tumblers at intervals of a quarter of an hour. In many cases bathing is even of greater importance as a remedial agent than drinking.

Baths, at the watering places, are generally taken between breakfast and dinner, but should never be taken immediately after a full meal. As a general rule mineral water treatment should not be protracted beyond the space of a month or six weeks. The salutary effect of the waters are at their best when the patient can indulge in perfect mental relaxation. Only chronic disorders are reachable by the use of mineral waters.

The mineral waters exist in the greatest variety, but are generally classified as alkaline waters, bitter waters, muriated waters, earthy waters, thermal waters, chalybeate waters and sulphurous waters, and they act as solvents, as eliminants, as tonics, as diuretics, as cathartics, etc., etc.

Alkaline waters, both cold and hot, are used in the treatment of indigestion, jaundice, gall-stones, calculi, gravel, chronic catarrh, abdominal plethora, catarrhal affection of the bronchial tubes, disorders of the stomach, intestines, larynx, female disorders, congestion of the liver, habitual constipation, etc.

Bitter waters, composed in the main of sulphate of magnesia and soda, for purgatives and diuretics, bowel and kidney trouble.

Muriated waters (salines and lithia) for gout, rheumatism, scrofula, abdominal plethora, periodic headache, anemia, certain forms of paralysis, female complaints, catarrh of the mucous membranes.

Earthy waters (sulphate and carbonate of lime—diuretic, carbonate and bicarbonate of magnesium, sodium, calcium, lithia and potassium) are generally

regarded as good for the gastric juice and digestive fluids, and in combination with sulphated salines they act as a solvent of uric acid. Chlorides in their action on the human system are in the nature of a tonic; sulphates are laxative and cathartic, or astringent and tonic. Iodides and bromides are alterative in their effect, while most of the chalybeates act as tonics.

The number of springs on the line of the Kansas City Southern Railway runs into the thousands. Many of them are noted for their curative properties, though some of them are as nearly pure as an undistilled water can be. The places most visited on account of their waters are:

Neosho, Mo.—Large springs, free from mineral ingredients, also artesian wells, recommended for rheumatism, kidney trouble, skin and blood diseases.

Sulphur Springs, Ark.—Chalybeate or Iron Springs, good as a tonic, for diseases peculiar to women, etc.; Saline Spring, good for catarrh of the stomach, sluggish liver, dyspepsia, gout, rheumatism, chronic constipation; Sulphur Springs (two), good for abdominal plethora, congested circulation, malaria, rheumatism, gout, kidney disorders, etc., etc.

Siloam Springs, Ark.—Pure free stone water, good for acute muscular and inflammatory rheumatism, diseases of the stomach, gastric catarrh, chronic catarrh, liver complaint, jaundice, malaria, skin diseases, nervous prostration, neuralgia, dysentery, etc., etc.

Mena, Ark.—Bethesda Springs, some fifteen or twenty in number, good for scrofula and various blood diseases.

The Ozark Mountain Resorts.

"If the delights and benefits of the Ozark mountain resorts were as well known in Kansas City as are the attractions of the Rockies, Wisconsin and Minnesota lake regions, California and the Atlantic shore, the regret of that city over its 'remoteness' from these most famous places would rarely be heard. It

is the natural bent of the human animal to seek radical change in the search for pleasure, rest and recreation. Yet it is well known that extreme climatic changes are not so beneficial as those of lesser degree. The merits of the Ozark region as a Kansas City resort are many. The elevation affords pure, cool and



Niter Spring at Sulphur Springs.

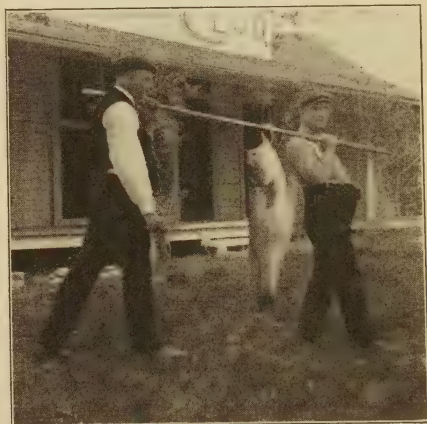
bracing air, and yet is not great enough to put a strain on even the weakest of invalids. The scenery is beautiful, varied and impressive. No more delightful pictures of high and broken ridges, deep and irregular valleys, jutting rocks, sheer cliffs and decorative forests need be sought than those in and about the Ozark mountain resorts. The waters are not heavily charged with minerals. Most of the springs are merely normal, except for their extraordinary purity.

"Towns and villages are picturesquely set in the valleys and on the side hills. Cottages are notched into the rocks. Roads wind about them in disregard of every consideration except that of grade. The fuel is almost exclusively wood. The little towns are distinctively clean and cheerful. White horses, cows, dogs, cats and chickens are really white, not mottled with the discoloration of coal soot.

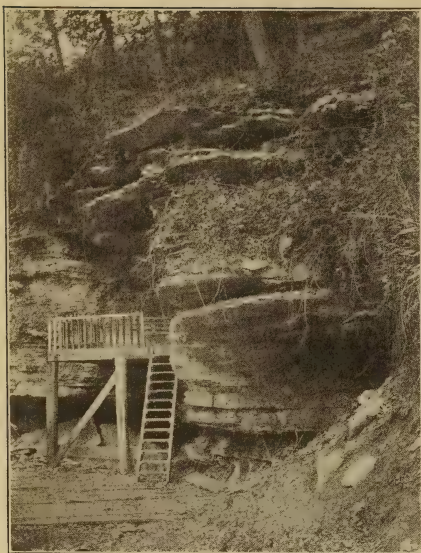
"There are many seasonable recreations in the Ozarks common to all mountainous countries. But in the Ozarks everybody rides. The gravelly soil is so porous that the rain of an hour ago does

not leave its trace. The roads are hard and constantly in good condition. The rider may take the crest roads and follow a course indefinitely and on a comparative level, or he may vary his view and his experience to his heart's content by taking to the valleys by good wagon roads or picturesque, winding trails. The population is sparse, and the sense of original nature bears in on the rider. The exercise as well as the pleasure of riding makes it most fascinating to all, but especially to those who need to get their minds and nerves freed from the cares of business or professional life. Everywhere women ride astride, for the trails are often rough and steep and the side saddle affords less security than the man's saddle. If you get lost, you simply trust your horse. He knows his country as you know the streets of your city, and he brings you home.

"The Ozark resorts are capable of great development. They should be fostered by Kansas Cityans for Kansas City's sake. The city needs them, as they are only a few hours' ride distant. They are inviting at all season's except midwinter. In midsummer they are much sought by Southern people. In spring and autumn they are most delightful to the inhabitants of their own latitude and from farther north. The beauties, benefits and accessibility of these resorts makes them especially important to Kansas City and St. Louis—an importance that must increase as these



How big is the fish?



Entrance to Cave at Sulphur Springs.

cities grow in population and density and find more need for rest and recreation."

The foregoing from the "Kansas City Star" outlines in concise form the beauties and advantages of the Ozark Region for those seeking comfort, recreation and health. All that is reproduced above applies with special force and fitness to Neosho and Noel in Missouri and Sulphur Springs, Siloam Springs and Mena in Arkansas, all of them situated in the Ozark range or their foot hills. Situated as they are they have the very desirable combinations of a high altitude in a southern climate, where can be found in great abundance the purest and best soft water on the globe, together with the purest air and in Southern Arkansas, the ozone of the pines.

Here will be found in some degree, at least, every feature of ever changing scenery, driveways and mountain streams described above, and this section is easy of access over the Kansas City Southern Railway for people desiring to come from either the North or South.

Jose's Courtship and Diabolo.

It was a long dreary wait at Socorro Station. The train was two hours or more overdue. Opposite the depot was a small store, beyond that, a mile or so of brown dusty landscape and then the ancient town of Socorro.—The only structure that had ever received a coat of whitewash was the old church, built by the Franciscans over two hundred years ago. The other buildings, scattered about in a promiscuous sort of a way, were flat roofed adobe structures, looking much like the mother earth from which they were made. Fighting flies and staring at the agent's clock was about all that could be done. It was too hot to sleep and too hot to keep awake.

Young Martinez, my companion in misery, with whom I had closed a deal for several carloads of alfalfa, had come to the depot to see me off. A portly, coffee colored man, accompanied by a meek looking young fellow in a seersucker suit, and both followed by a

ferocious looking red and white bulldog, stepped out of the store opposite and started leisurely up the dusty road toward town. Martinez stretched himself, yawned once or twice and then remarked: "There goes a holy trinity, the like of which you will find nowhere else; the father-in-law, the son-in-law and Diabolo himself in the form of a beast. The three, between them, have stirred up more trouble in Socorro in five years than did the whole of the community in a hundred.

"Why," I remarked, "I always thought that the people of Socorro were altogether too lazy and inert to have trouble of any kind."

"Gentlemen," the train won't be here until after midnight, if then," broke in the Station Agent.

"I think you had better stay here until tomorrow morning, so come to my house, where it is cool, and I'll tell you a thing or two about these inert and lazy people." Martinez took my

arm, and fifteen minutes later we were on the shady side of his house.

After we had made ourselves comfortable, had drunk lemonade and had gotten our cigars well to fuming, he began:

"We have several people here, who have bad tempers, and of these old Pacheco has the worst. Ten years ago, he was just a common peon, but today he is the richest man in town. He is as illiterate as a cow. A few years ago he, with a hundred others, hired out to a contractor to dig dirt on a new railroad. He did little digging himself, but he was expert at cards, dice, poker, monte and other games. He came back rich, but very few of his compadres brought any money back when they came home. Since his return he has acquired much wealth, has had lawsuits, with nearly every respectable person in the county and no one believes that he ever earned an honest peso in his life. How he acquired his fortune is another story. That ugly beast of his has fought every other dog and half the men in Socorro. He is impervious to poisons and bullets alike. The people call him Diabolo, and some believe him to be the evil spirit himself. The young fellow is Jose Gomez, who had been working for Americans in El Paso, and understands English. Pacheco needed a clerk when he opened his stores and brought him here. The people here have some names for Pacheco, not usually applied to gentlemen, but all speak well of his daughter, Teresa, who is now Jose's wife.

"It did not take Jose long to get the good will of Teresa and that of her father, but to work his way into the good graces of Diabolo was a more difficult matter. He had to undergo several experiences before he could become a son-in-law, and some of them are still the talk of the town. Some three years ago he and Teresa were to be formally betrothed, as is the custom here. As the story runs, Jose had sent his parents ahead to Pacheco's house to attend to the preliminaries. After adjusting his flaming red necktie and brushing his new suit of clothes, he mounted his father's horse and rode to the abode

of the bride to be. He entered the patio from the rear and shut the gate behind him. Pacheco's family, the adored Teresa, and Jose's parents were in the front part of the house and knew nothing of his arrival. The game rooster in the yard looked at Jose's askance, but Diabolo, the white and red bull dog, seemed to have no doubt in regard to his duties. With a growl he made for Jose's legs and the latter got himself in motion at once. To get out of the gate was impossible. The doors to the back of the house were securely locked, and the only place of safety in sight seemed to be an upright wooden frame covered in part with thin boards, on which had been laid chili-peppers, sliced apples and beans to dry.

"On the other part of the frame were two inverted wine vats made of a bull's hide about twice as big as an ordinary wash tub. Jose's desperate efforts to climb upon this flimsy shelter brought down the house and with it came a shower of peppers and dried apples. One of the big wine vats fell on top of him and the weight brought him to the ground. When Diabolo recovered from his surprise, he took an interest in the proceedings. An exposed coat-tail and part of a trouser leg came off in a hurry. With Jose safely caged underneath, he jumped on top of the vat and went to sleep. The hot July weather, the fine dust from the chili-peppers, and the sun burning on the vat, contributed to make things rather warm for Jose. He swore and perspired for two solid hours.

"A stranger riding by noted the wreck of the shed and the watchful attitude of Diabolo, and concluded that some thief had raided the place and had been caught by the dog. Finding no one at home, (Pacheco and the others having gone in search of the truant Jose) he notified the new American constable, who beat off the dog and took Jose in custody. It was after midnight before Jose could get word to his prospective father-in-law and be released from the calabosa. The betrothal did not take place that day.

"The next week Jose had some important business matter to talk over with the old man. Having encount-

ered Diabolo once, he prepared for emergencies by selecting the heaviest rawhide whip from among his father's saddlery. He opened the garden gate with some trepidation, stepped noiselessly along the garden walk and entered the hallway leading through the house. Turning to the left to enter the open door of the dining room, he found the family at the table and Diabolo lying across the doorway. Waking the dog and retreating was dangerous. There was only one thing to do and he did it. He quietly raised the rawhide above his head and brought it down on the dog with all the vigor he possessed. It caught the dog the full length of his body. There was a terrific yelp and a white and red body shot forward over Senor Pacheco's shoulder, knocking his cup of coffee into the middle of next week. Next, it landed for an instant on the table, scattering the dishes in all directions and then sailed through the window opposite, taking several panes of glass with it.

"Jose, trusting to his legs rather than diplomacy, bolted in the other direction, cleared the garden wall at a bound and got out of sight, as he thought, unobserved. Teresa nearly died laughing when she told my wife about it. After his return home, Jose observed a party of armed men approaching his father's house, and, being a peaceful man he mounted a stubborn little burro in the patio and rode out in a hurry. For a few minutes he laid welts on the thick pelt of the burro and soon reached a little bridge across a big ditch. The burro would not cross and when the whip was again applied, he deliberately backed off and dropped himself and Jose into the muddy water. These little bridges are dangerous. We pulled not less than twenty three out of the ditches last Christmas night.

"Before Jose could get the mud out of his eyes the war party had overtaken him. They inquired breathlessly as to whether he had seen anything of Diabolo. The beast was undoubtedly mad and they wanted to kill it before anyone was bitten. Jose expressed his honest regret at not having seen anything of him and hoped that their search would not be in vain. Call-

ing in the evening at Pacheco's house, he found the Senor busily engaged in rubbing horse liniment on a very disconsolate looking dog. There was a red stripe an inch wide extending from his head to his tail and there were several places where he had been hit with bird shot. The Senor was now satisfied that the dog was not mad, but could not figure out what had happened to him. Jose noted a peculiar twinkle in Teresa's eyes and a suppressed smile, but concluded that this was not the proper time to volunteer information.

"Diabolo had trouble with others shortly before Jose's wedding. A stranger came to town. He wore a red skull cap and a pair of blue trousers big enough to hold three fanegas of wheat beside the stranger. He carried with him a great white bundle, held together by tying the corners of a large bed sheet into a knot. He claimed to come from the holy land and carried a large stock of rugs, shawls, linen, mother of pearl trinkets, crucifixes, crosses, images, wood carvings made from the cedars of Lebanon, all blessed by the Bishop of Jerusalem. Senor Pacheco examined his stock, and thinking of the approaching wedding of his daughter, sent a small boy with the Oriental to his house, instructing his daughter to buy anything she desired.

"The peddler and his small companion soon reached the place. Passing over the grass plot in front of the house, the peddler vigorously pulled the knocker on the door. Senora Pacheco and Teresa had gone out. Diabolo quietly came from the backyard and carefully inspected the peddler. His breakfast had agreed with him and for once he was reasonably good natured. The peddler was nervous and when the dog began to smell of his leg he kicked at him, which was a serious mistake. The challenge was instantly answered with a growl and a lunge at the peddler's leg. The peddler tried to protect himself and struck at Diabolo with his bundle. Then there was joy in dogdom. Diabolo got a good hold on that bed sheet and r-r-rip, it was torn into halves. In less than half a minute he had scattered the contents of that bundle over half an acre of tall grass.

Silk and linen goods, rugs and the hundreds of trinkets were scattered through the grass or wound around the bushes. The subject of the Sultan of Turkey was safely up a tree in his red fez and red jacket and blubbering like a five-year-old boy, while Diabolo was having lots of fun with a pair of blue Turkish trousers. After a few minutes Pacheco's goats and calves came from the back yard and tested the food values of the trousers and linen goods, while the owner was pulling his hair and showering Arabic maledictions on Diabolo, the goat, the calves, their owner and his ancestors back to the days of Adam. The admiring crowd surrounding the fence enjoyed the entertainment immensely, but did not dare come into the yard. After a long weary hour Senora Pacheco returned and chained the dog. After being supplied with a pair of Pacheco's trousers, the peddler worked two hours collecting his trinkets, crosses, rosaries, medals and other junk from the grass. In order to avoid having the dog killed by the authorities, Senor Pacheco paid the damages and purchased liberally.

"Diabolo got himself or others into trouble numberless times, but his most famous exploit took place on the day first set for Teresa and Jose's wedding, which by the way didn't come off on time. It should have been celebrated in the old Yglesia (church), but this venerable building was under repairs and the good padre had been prevailed upon to hold the ceremony in the house of the bride's father.

"In consequence of the extensive culinary preparations, Diabolo had been entirely forgotten when it came to the question of providing his dinner, and he happened to be at large and very hungry. While out foraging, he came to the house of Senor Olguin, the front parlor door of which was open. In the small irrigation ditch in front of the house some flea bitten hogs were taking a mud bath when Diabolo happened along. It is distressing to see other folks in comfort when one has an empty stomach, and so he made a rush for the largest hog in the bunch and deftly seized it by the ear. True, he got a mouthful of mud, and it

smelled bad, but the hog squealed and that was music to him. The hog tore itself loose and sought safety in flight. Diabolo headed it off and drove it and the whole herd into Senor Olguin's parlor. He followed, intending to pull some more ears, but the hogs ran around so lively, overturning chairs, bric-a-brac and parlor furniture, that before he could catch any of them the noise caused Senora Olguin to open the door leading to the dining room, and the whole herd went through it with a rush. Diabolo discreetly withdrew, but from the squeals issuing from Senor Olguin's house, he must have concluded that the hogs were having a wonderful good time.

"All this did not, however, fill an empty stomach and so before long he entered the patio of Senor Perez' house, and lo and behold, on the bench at the kitchen door lay a large platter on which was a freshly boiled ham, just set out to cool. It smelled awfully good, but it was quite warm. He licked all the grease from the platter and then took a drink out of the ditch. Then he grabbed the ham and made off with it. In doing so he dropped the platter on the hard ground, and broke it. Senor Perez came just in time to see Diabolo and his ham disappear around the corner. With a stout cudgel in hand he started in pursuit and was soon joined by Senor Olguin and several of his neighbors. Diabolo was soon aware of the pursuit, and gave them a run for their money.

"In Senor Pacheco's home all the preliminary arrangements for the marriage ceremony had been made. The guests were lined up along the walls of the room, the bride and groom were standing up and were receiving the preliminary admonitions and advice usually delivered on such occasions. It was suddenly noted that there was a disturbance outside, and angry voices could be plainly heard. The good padre, who was nearest the open door, turned half way round to ascertain the cause, when Diabolo bounded in, landed squarely against his legs and upset him on the floor. Surely it is not pleasant to come in contact with a sixty pound dog and a twelve pound ham when both are in a hurry.

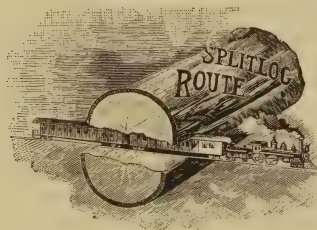
Diabolo rushed through the back door, leaving a trail of grease as he went.

"Before any one in the room could form any idea as to what had happened a party of excited, but unbidden, guests had entered. Pacheco, always pugnacious, remonstrated and ordered them out of the house, and then, no one knows how it came about, nearly all present engaged in a general scrimmage. Diabolo, having recovered his breath, and being on his own ground, mixed in the fray, and bit friend and foe indiscriminately. Pacheco's party, being the stronger in number, finally ejected the intruders. The good padre was too exhausted to continue the ceremony and went sadly homeward, and so did the guests, most of them somewhat the worse for wear. The fight

had extended into the dining room where some good wine was spilled and much food well trodden into the carpets. The next day the whole matter was aired before the alcalde, who fined all the men, except the padre, five dollars apiece. Diabolo was sentenced to death, but the railroad agent quietly smuggled him back to his former master in El Paso, and he did not get back for nearly a year, not until the alcalde relented. Jose quietly got married in El Paso the following week, and Pacheco gave a liberal donation to the church here.

"I could tell you more about Diabolo, Pacheco and Jose, but it is late and if you want to catch that train in the morning, you will have to get up early. Nothing ever happens in Socorro, Oh, No. Buenos Noches."

Early Days of the Kansas City Southern Railway.

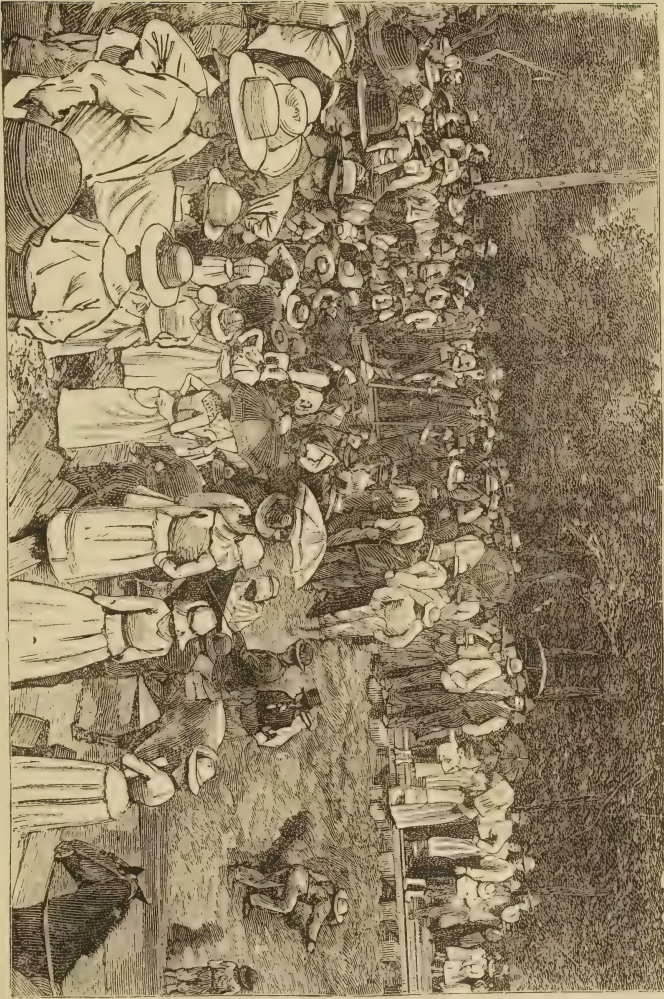


Very few great enterprises have been undertaken which have not been accompanied with high hopes and ambitions followed by great disappointments, before they became successful ventures. "The fine laid plans o' mice and men gang aft aglee," says Bobbie Burns, and most of the older generation of railroad promoters and builders will agree that Bobbie Burns was a good prophet.

The line now operated by the Kansas City Southern Railway Co., is the culmination of a number of railroad ventures, most of them disastrous to the original organizers and builders. Beginning at Kansas City and going southward, there had been built by the Kansas City, Nevada and Fort Smith Railroad Co., a line from Kansas City to Hume, Mo., finished about 1890 and

having a length of about 81 miles. In 1887 the promoters were busy at Neosho, Mo., and the New Orleans, Natchez and Fort Scott Railroad; the Memphis, Kansas & Western, and the Kansas City, Fort Smith & Southern Railroad Companies were organized. Of these the last named, commonly known as the Splitlog Railroad, began actual construction. The line was built from Neosho, Mo., to Splitlog and a little later the line was completed from Goodman, Mo., south to Sulphur Springs, Ark., and north to Joplin, Mo., leaving a gap of 74 miles between Hume and Joplin.

About 1894 or 1895 the people of Texarkana, converted a short lumber tram into a railroad and called it the Texarkana Northern. It was built as far as Ashdown, Ark., 20 miles in 1891. The Texarkana & Fort Smith Railway Co. was then organized and completed the line to Horatio, Ark., in 1895, distance 47 miles from Texarkana. This left a gap of 236 miles between Sulphur Springs and Horatio. The Kansas City, Shreveport & Gulf Railroad, built between Texarkana and Shreveport in 1895 and was building southward in 1896, The Calcasieu, Vernon & Shreve-



MATTHIAS SPILLING DRIVING THE SILVER SPIKE IN THE KANSAS CITY, FT. SMITH & SOUTHERN RAILROAD, AUGUST 22, 1887.
(Engraved by "Frank Leslie's Illustrated Newspaper" from a Photograph by H. C. Sitter of Neosho.)

port Railroad built a few miles westward from Lockport Junction, but a line from Lake Charles to De Quincey, La., was completed by the K. C., Shreveport & Gulf Railway Co., in 1898.

Young railways undergo about the same experiences in the matter of financial difficulties, hard times, receiverships, etc., that the average youngster does when he gets his experiences with measles, mumps and whooping cough. All of them had their share of trouble and were in the proper condition of mind

and purse to become part of a stronger organization: The Kansas City, Pittsburg & Gulf R. R. Co. undertook to connect and weld together the odds and ends of lines between Kansas City and the Gulf. The gap between Hume and Joplin, Mo., was completed in 1893, between Sulphur Springs and Horatio in 1897; between Shreveport and Beaumont in 1897; Beaumont and Port Arthur in 1895. In 1898 the Fort Smith Branch was completed and in 1899 the railroad company was in the hands of the re-

ceivers. The Kansas City Southern Railway Co. began business April 1, 1900.

The following article was recently printed in the Neosho Times, which reproduces an account of the opening of the "Splitlog Railroad" on Aug. 22d, 1887:

THE SILVER SPIKE DRIVEN.

"In this phenomenal age of railroad building, when the remotest portions of this country from every direction are being linked together with steel rails, the building of a new railroad does not attract the attention that it did in former years.

Neosho can, however, boast of an innovation in the extension of these commercial arteries of civilization. It is a distinction that no other place in no other age can claim—we speak of the building of a railroad by an Indian. Whatever else that historic age may have wrought out and achieved in the arts and sciences, it remained for Matthias Splitlog, the millionaire Indian, to inaugurate and carry forward to its present advanced condition the building of the only "Indian" railroad on record.

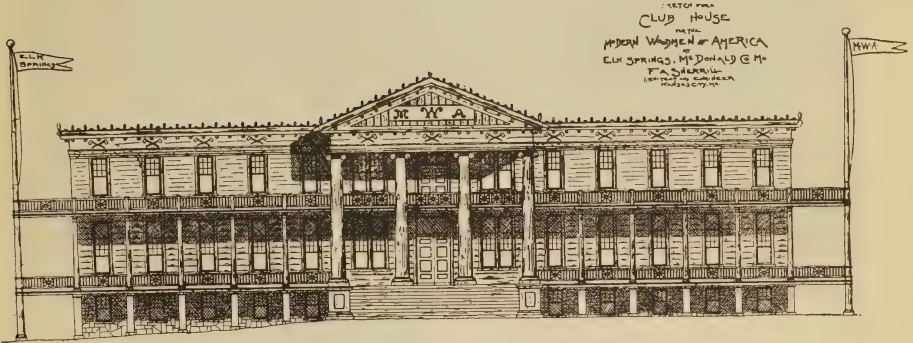
First one unseen contingency and then another intervened and necessitated the postponement from one date to another the day to which our people had long been looking forward. But in the course of events it finally arrived, and when the announcement was made with the clang of bells and the sound of trumpets that the silver spike would be driven in the afternoon of last Monday, there was a noticeable stir among our people. Long before the hour appointed as the time, hundreds of people from Neosho and all parts of the county had gathered at the crossing of the Frisco and K. C., Ft. S. and S., near the fair grounds in gleeful expectancy. About 2:30 the Splitlog and Neosho cornet bands entertained the crowd with some excellent selections of music. Mayor Bell proposed three cheers for Mathias Splitlog, and hundreds of voices gave a vociferous response. All eyes were at that moment turned upon Mr. Smith, chief clerk of the K. C., Ft. S. & S., and they were as quickly turned from him to the shining silver plated spike which he drew from his pocket, held it up for everybody to

see and admire, and then placed it in position. Mr. Splitlog raised the hammer, but the stroke was staid with the hammer poised above the old Indian's head, while H. C. Sittler took a photographic view of the central figure and surroundings. Three strokes sufficed to send the spike home. Then followed another photographic view, after which the silver spike was withdrawn and given to Mr. Splitlog. It will doubtless be handed down from one generation to another as a valued heir-loom and as a souvenir of a truly notable event in American history.

Track-laying has now commenced in earnest under the superintendence of James Gentry."

"The above article giving an account of the driving of the silver spike of the Kansas City, Ft. Smith & Southern railroad is reproduced from The Times of August 25, 1887, the event having taken place on the preceding Monday which was August 22. The picture is from The Times of Sept. 28, 1887. It is an important event in the history of Neosho as it was the beginning of what is now the north and south trunk line, the Kansas City Southern. The building of this road was begun Jan. 31st, 1887, at the east end of Main street. It was then the New Orleans, Natchez and Ft. Scott Railroad and Neosho citizens had pledged to give \$40,000. Soon afterwards parties representing a projected railroad called the Memphis, Kansas & Western made a proposition to build through Neosho for \$30,000. Both these railroad propositions moved slowly and as the old Indian, Splitlog, was in a hurry to get a railroad built to his silver mines (?) in McDonald County he organized the Kansas City, Ft. Smith & Southern with a capital stock of \$3,000,000, and also the Splitlog Construction Co. to build it. Neosho gave \$15,000 to this road. The road was built from Joplin to Splitlog and sold to Col. L. L. Bush, who changed the route to Sulphur Springs and operated it with headquarters at Neosho for several years. The road was absorbed by the Kansas City, Pittsburg & Gulf and afterwards changed to the Kansas City Southern. It is now Neosho's most important railroad as all our factories and warehouses are being built along its tracks."

The Modern Woodmen's Club House at Elk Springs, McDonald Co., Mo.



The need of some pleasant temporary abiding place, suited for summer outings, some place where there is fine scenery, pure air, pure water, good fishing and ample facilities for out-door exercise and enjoyment, had long been apparent to the individual members of the order of Modern Woodmen of America. Some general rendezvous, where the members can meet singly, in families, in whole camps and get away from the daily grind of business for a time, has been a long felt want.

Officially, the order could not undertake to meet this condition, but there was nothing to prevent individual members from associating with other members to carry out some plans of this kind.

A committee, consisting of members of the several camps in Kansas City, some eleven or twelve in all, undertook to find such a place and confidently believe that they landed on the right spot. The site selected for the uses of the members of the camps, as individuals at their outings, or as family men desiring to give their wives and children a well-earned relief from the drudgery of housekeeping, or camps in the strenuous need of exercise in log rolling, is on a great bluff, some 300 feet high, overlooking Elk River in McDonald County and known as Elk Springs (formerly Madge Station) on the Kansas City Southern Railway. It is 197 miles from Kansas

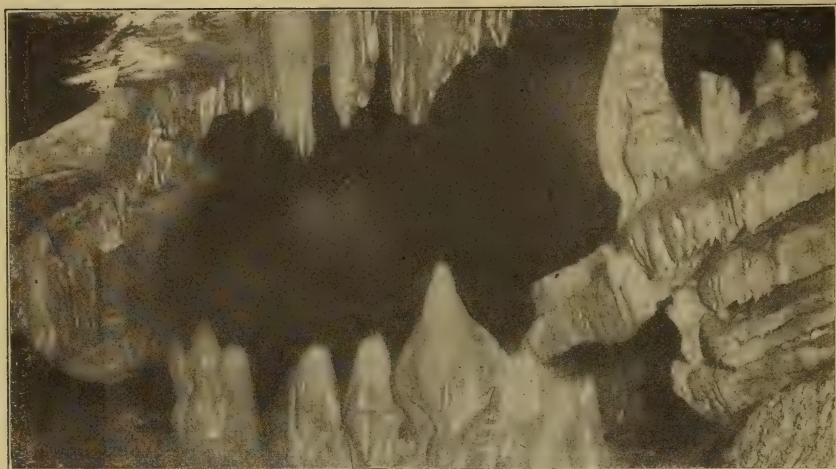
City, 130 miles from Fort Smith, 67 miles from Pittsburg, Kansas, and 42 miles from Joplin, Mo., in a region where timber is abundant and Woodmen plentiful within reasonable distance.

THE MODERN WOODMEN OUTING CLUB Has been duly organized, has elected its officers and its board of control, and has worked out the details for its future proceedings, which are in substance as follows:

1. To secure the land necessary for a club house, for a family summer lodge park, fish lake and whatever else is required for the accommodation of the members. This land, fifteen acres or more, is now the property of the Woodmen Outing Club in fee simple.

2. To erect, as soon as may be, a commodious Club House or Lodge for the use of the members of this club. The same to cost approximately \$25,000 and when complete to have on its second floor approximately 100 sleeping rooms. On the first or ground floor there are to be bowling alleys, a gymnasium, billiard rooms, bath rooms, assembly rooms, a library, a ball room, parlors, dining rooms, etc., the whole large enough to entertain a large camp at one time and to be properly equipped for the comfort and entertainment of the members.

3. To build several cottages or a family lodge for the use of the families



A Mile Under Ground, Elk Springs Cave Elk Springs, Mo.

of members who may prefer to remain a longer period of time. These cottages or lodges to afford accommodations at no greater cost than would be the cost of remaining at home in the hot city.

4. To maintain a sanitarium in which members who are under the weather can be medically treated free of cost, and recuperate.

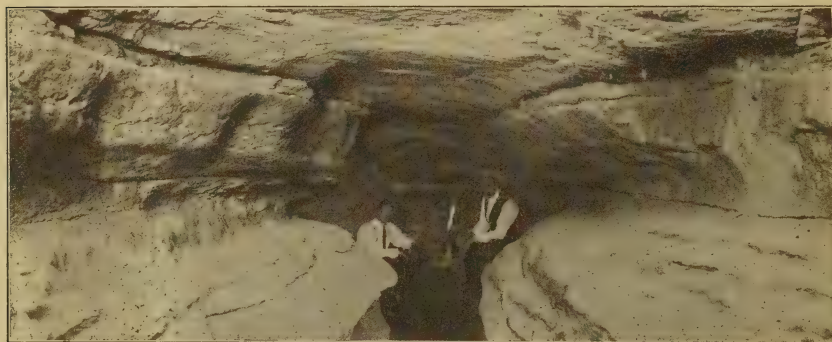
5. To build a fish lake, build boat houses, a natatorium and provide means for outdoor exercise of all kinds, driving, boating, fishing, riding, bathing, tennis, golf, etc., in short, providing all means necessary for a first-class outing.

6. To systematically beautify and im-

prove the Modern Woodmen Park in which the Club House and other buildings of the club will be built.

The Woodmen Outing Club is not in any sense a branch or subdivision of the order of Modern Woodmen of America. It is an association of individual Woodmen who organize separately to carry out the plans as shown above and whose membership shall consist exclusively of members of the society of Modern Woodmen.

The organization has now been perfected, and practical work in the improvement of the Club's property is to begin at once.



Elk Springs Cave, Two Hundred Yards Under Ground.



Rutledge's Cave. Elk Springs, Mo.

The committee in reporting to the members of the camps of Modern Woodmen make the following statement:

"We need a place for the comfort of

our wives and little ones during the hot months, and here we can provide the comforts of home, without the drudgery, at the same cost that staying at home would amount to. We have secured an ideal location for our summer outings, a fine forest for camping out, twenty-nine miles of good fishing within three miles of our proposed Club House, the grandest scenery in the Ozarks, every facility for boating, bathing, fishing, cave exploring, horseback riding, and when we get rich enough, automobiling; pure, crisp air and the purest, softest water to be found anywhere. To spend a week or two at Elk Springs will make you a healthier man, a better man and a man who is glad he is alive."

The officers of the Modern Woodmen Outing Club for the first year are: President, Dr. A. H. Mann; Vice-President, J. F. Mansfield; Secretary, F. H. Norling; Treasurer, Max Kahn. The directors are Oliver P. Weakley, W. Rea Heath, Henry A. Cain, E. E. Naber, Ed. Rodman, E. D. Williams, John H. Stone, Henry Lorber, M. P. Sheridan, W. M. Donaldson, all of Kansas City, Mo.

The work undertaken by the committee was thoroughly done. They visited the Elk Springs Caves, the Great Springs, navigated Elk River, fished for bass, perch and other fish and carefully selected the site on which the Woodmen's Club House and park are to be located.



Boating on Elk River.

Poteau, Choctaw Nation, I. T.

A railway journey from say Topeka, Kansas, to say Fort Worth, Texas, twelve years ago, brought into view hundreds of highly tilled farms, all properly fenced and supplied with good substantial buildings and surrounded by well graded roads. Good business towns were encountered about every ten miles, until the line of the Indian Territory was reached. On this line was the last fence and farm, as well tilled as the others in Kansas.

Once across the line and still going southward, for miles and miles, the virgin prairie covered with range cattle belonging to some cattle baron who paid the Indians a rental of three to five cents per acre, then a little railroad station, two or three stores, an extra bad hotel and twenty miles more of beautiful country unoccupied save by cattle. A little further on a coal mining town, more pasturage, more straggling villages around railroad stations, say two hundred and fifty miles of this and the Red River. South of this again hundreds of fine farms, orchards, etc., large, prosperous towns in quick succession and then Fort Worth.

The beautiful wilderness was the Indian Territory, incapable of development owing to the nature of its tribal laws. With the consent of the Indians, it was finally arranged by the National Government to separate Oklahoma Territory and place in market the surplus lands of the Indians, after each had received his allotment of land for his own use. New cities sprang up in a day after the opening of this territory to the white man. Within a decade Oklahoma was as densely settled as any of the older states and to-day is more prosperous than any of them, considering area and population and wealth of the individual. A journey to-day from Kansas to Texas through Oklahoma will show a continuity of fine farms and large, prosperous cities extending from the Kansas line to Red River without a break.

The eastern half of the original Indian Territory is now known under that

name, the western part being Oklahoma. The lands in the Indian Territory which have been held in common and in fee simple by the several tribes have been recently allotted to the individual Indians, reserving an inalienable homestead for each and permitting the surplus of land to be sold by each Indian under certain restrictions. About one-third of the citizenship of the five tribes can now dispose of part of their lands. The town property was put in market a year or so ago.

In anticipation of the final adjustment of land matters in the Indian Territory, a considerable number of towns have been built up, and of these South McAlester, Muskogee, Tulsa, Wilburton, Shawnee, Hobart, Lawton, etc., are very prosperous places. The lands in the eastern part of the territory are now coming into market rapidly and all the towns in the Territory along the K. C. S. Ry. are making a rapid growth.

Poteau, I. T., a town of 2,500 people, by reason of its exceptionally abundant industrial resources and the development of the same, is coming forward rapidly as an industrial and commercial center. It is situated at the junction of the Kansas City Southern and the St. Louis & San Francisco railways, being south of Kansas City, Mo., 326 miles, and 500 feet above sea level. It is located on a plateau which rises above the bottom farms of the Poteau river to the north, east and south, and Brazil Creek to the west and northwest. Sugar Loaf and Cavanal Mountains, both underlaid with great deposits of coal, are within easy reach. Poteau is the center of the coal district of the Indian Territory and Arkansas, and has coal all around and under it. Several coal mines at and near the town are being profitably mined. Among the raw materials being developed or awaiting development are coal deposits, good building stone, shale and fire clay for brick, tile, pipe and potteries, oil indications, beds of asphalt, indications of ores of various kinds and an abundance of fine timbers, such as oak, hickory, ash,

gum, red and white oak and pine, presenting opportunities for manufactures of various kinds. Good water is abundant.

The present industrial and commercial enterprises in Poteau consist of a handle and spoke factory, which employs about seventy-five men, an electric light and ice plant, two lumber yards, several cotton gins, a pressed brick and tile plant, two livery stables, eighteen mercantile houses, four hotels, bottling works, two bakeries, one sawmill and one newspaper. The improvements during 1905 consist of a new coal mine, lumber mill, employing about one hundred men, four business buildings and forty-four dwellings, costing in the aggregate about \$20,000. The increase in population was over two hundred. The regular pay roll of Poteau is \$32,000 per month, and the two banks have on deposit some \$150,000. There are in Poteau seven church buildings and one public school building which was erected at a cost of \$12,000. The United States District Court holds its regular sittings at Poteau.

The agricultural resources of Poteau are great. The fertile bottom lands of

Poteau River and Brazil Creek produce great crops of corn and cotton. The rolling uplands and prairie lands immediately surrounding the town are as good as can be had for grain and forage crops and for fruit and truck farming. Two crops of Irish potatoes are raised each year and large shipments are made annually. Much of the country around Poteau is fine peach land. About 50,000 Elberta peach trees have been planted near Poteau and during 1905 many carloads of peaches and about 20,000 bushels of potatoes were shipped northward. The country is exceedingly well adapted to stock-raising and the raising of poultry is very profitable.

There are good openings for business of any kind, and there is an abundance of raw material and fuel for the manufacture of wagons, bent woods, spokes, veneer, cooperage, furniture, sewer pipe, bricks, tiles, etc. A machine shop, cannery, cotton mill, cotton oil mill and compress, wholesale groceries, etc., would find splendid opportunities. Good lands will be abundant and moderate in price and anyone in search of a home should by all means examine the country round about Poteau, I. T.

The Fruit Crop of 1906.

Absolutely reliable fruit statistics are hard to get at any time. The best authorities on fruit production differ widely in their estimates on the magnitude and value of such crops. Much contained in such estimates is based on conditions which may vary in a day, and even if the results are obtained by the closest research, a slight change in the weather may increase or decrease the quantity, quality and value of the products. The fruit growers of Southern Missouri and Western Arkansas feel good this year because the present outlook for a big crop is unusually good. The apple crop throughout Missouri and Northern Arkansas is reported as larger than for a number of years. The apple bloom has been very abundant and the

weather has been on its good behavior. Peaches will average fairly. In the colder valleys and in some unfavorable locations the Elberta peaches were more or less damaged, but in many places a moderate crop will be secured. Varieties of more hardy peaches and seedlings have had an excellent bloom and have set well. The outlook for cherries and plums at this date (May 1st) is reported as very good.

The years 1901 and 1902 were good years for apples and peaches; the year 1903 was visited by a late frost which will become historic. It came on the first of May and inflicted great damage. The peach crop in Northwest Arkansas was eliminated, the apple crop scant and of poor quality, but some comfort was



A Busy Neosho Girl.

derived from the berry, grape and truck crops. The more southerly shipping points, however, fared better and some good peaches were marketed.

It is estimated that there are in round numbers 20,000,000 bearing apple trees in Missouri, and perhaps half as many more in Benton and Washington counties in Arkansas, and several hundred thousand more scattered through other counties. All the large apple orchards in Missouri are south of the Missouri River, the largest being at Goodman and Lanagan, in McDonald County, Mo., Howell County, Mo., and near Decatur, Gentry and Siloam Springs in Benton County, Arkansas. Peaches are grown more or less extensively in Southern Missouri and Northern Arkansas and when a crop is obtained it is of most excellent quality. In Southwestern Arkansas, at Horatio, in Sevier County, is an

orchard of three thousand acres devoted entirely to peaches, and in the immediate vicinity, in small orchards, are probably four thousand acres more. Scott, Polk, Sevier and Benton counties in Arkansas will probably produce more peaches, when all the trees now planted come into bearing, than all the other counties of the state combined. The shipments from Southern Arkansas will be quite large for 1906, though probably less than one-fifth of the orchards are bearing. The crop from Northwest Arkansas for 1906 will also be fairly large, though in exposed localities the buds were killed by a late frost.

The strawberry crop in Northern Arkansas and Southern Missouri is now moving, and the railroads which transport this crop are having their busy day. The earlier crop from Southern Arkansas and Texas has been practically all marketed. The great crop comes from Neosho, Goodman, Anderson, Noel and other points in Missouri, and from Sulphur Springs, Decatur, Gravette, Gentry, Siloam Springs, Rogers, Bentonville, Van Buren, etc., in Arkansas. Train after train is being rushed through, each car containing from 600 to 800 crates. At the present time (May 20th) all the side tracks in the strawberry district, where picking is now in full season, contain refrigerator cars, ready for use on a moment's notice. The transportation departments have their hands full to see that the cars are properly iced and forwarded on regular schedule, which is faster than local passenger runs. Only engines suitable for fast service can be used and all the equipment must be in good condition. From ten to twenty cars constitute a berry train, which runs solid to either Kansas City or St. Louis, where the cars are turned over to connecting lines and immediately forwarded. The berry crop from stations on the line of the K. C. S. Ry. will probably aggregate 350 car loads. The special berry trains will deliver these berries in Kansas City at about six o'clock in the morning. The city's supply is on the market within twenty minutes after arrival and the through cars will be on the way to their destination within an hour after arrival. The peach crop later in the season will probably be handled in a similar way.

Along the line of the Kansas City Southern Railway there are in cultivation in fruits and commercial truck in all about 60,000 acres, all within five miles of the railway tracks; one-third perhaps of the fruit acreage may be in bearing. The three hundred or more industrial enterprises employing between 150,000 to 200,000 people consume a

large part of the production. The annual shipments from the various stations, the surplus in excess of the home consumption, amount, according to the nature of the season, to 2,000 to 3,000 cars of strawberries, peaches, apples, cantaloupes, melons, potatoes, poultry and eggs, etc.

The Weather and the Harvest.

Uniform crops, year after year, cannot reasonably be expected anywhere, even if all conditions essential to good husbandry have been complied with. Laying aside, for the moment, the vagaries of the weather, we find that the different crops in cultivation have traits peculiar to themselves. Some plants and trees are of tropical origin, while others have been brought originally from colder countries, and though both have been acclimated in the temperate zone, they are still more or less sensitive to climatic changes. Again, many of the cereals were originally aquatic or low land plants, which through the efforts of man have been made capable of growing and producing on the dryer uplands. Some varieties of plants and trees, even in favorable seasons, yield only abundantly every other year, and fruit trees unless carefully thinned are liable to overbear in one year and produce scant crops for several succeeding years. The yield of certain crops varies greatly in different localities, being extremely prolific in some localities and normal or even scant in others. The greatest yield of wheat ever secured in the United States was at Helena, Montana, in 1897, when 113 bushels to the acre were secured from an irrigated field. One thousand bushels of Irish potatoes per acre have been raised by irrigation in the St. Louis valley in Southern Colorado. These are exceptional crops, secured only at long intervals, but they demonstrate that under extremely favorable conditions abnormal yields can be obtained. Experiments carried on at Rothamstead in

England for over fifty years have demonstrated beyond any doubt that at least two thousand pounds of water are necessary to produce one pound of grain and two pounds of straw. With the proper temperature, a properly fertilized soil, water in sufficiency, and high cultivation, a maximum yield might be secured every year. This would imply the use of irrigation as one of the means. The fertility in the soil and high cultivation might also be supplied, but the regulation of the temperature would still be beyond man's ingenuity, when it comes to operating a large farm for profit. Where irrigation is not easily and cheaply applied, the natural conditions of course will prevail.

In the stretch of country extending from the Mississippi River west to the Rocky Mountains, the climatic changes seem to run in cycles, and some of the knowing ones associate these cycles with the sept-annual appearance of the sun-spots; indeed some think it possible to form some idea of what the climate will be like in such a cycle of seven years. Alternate periods of drouth and abundant rainfall have been observed ever since Joseph went into the grain business. The effects of the changes in climate in such a cycle are more noticeable in the semi-arid region, where they have one year of drouth, five years of dry weather, and one year with enough rain, rather than in the rain belt, where there appears to be one year of excessive rainfall, four years of abundant rainfall, one year of just enough, and one dry year. In the semi-arid region the cross section

of any twenty-five year old tree will give an accurate record of the wet, dry and drouth years. In the rain belt the record is not so well marked in the tree trunks, for the reason that the temperature is lower and the growing season shorter in a wet year than in a dry one.

In the rain belt there appears to be, in such a cycle of seven years, one year of excessive rainfall preceded by a late and wet spring and late frosts. Corn and cotton are sometimes replanted, having been caught in late frosts or having failed to germinate owing to the cold, wet soil. A late stand is generally secured and a good crop is made. Grass and hay crops yield very abundantly. Much of the fruit crop is killed in the bud. The matured tree fruit is usually of inferior quality. If apples, the fruit is small and liable to damage from fungus growths and excessive moisture stored in the soil. If peaches or plums, the fruit lacks color and flavor and is usually so full of sap that it does not keep well and must be very rapidly marketed. Berries and grapes suffer likewise during a wet year. The year 1904 was a good example. The succeeding year, 1905, was also very wet, but not universally so, certain districts being damaged more than others. The spring came late and late frosts inflicted much damage in places. Most of the young orchards were badly punished, but the older trees carried a crop, not necessarily a good one. Where the air and water drainage was perfect and the orchard was on high ground, a fairly good crop of fruit was obtained. The grain, hay, corn and ordinary field crops in these years were in general very good, though cotton was more or less damaged in places. The third year of the cycle (in this case 1906) usually has a fair distribution of moisture; the spring opens up without serious late frosts and a fine crop of the more hardy fruits is assured, while the ordinary field crops yield a good harvest. The fourth year is usually a dry year and a most excellent one for

tree fruits, which, in quality, size, form, color and flavor are unusually good. Early berries yield a fine crop, but late berries are sometimes damaged by dry weather. The ordinary field crops due to mature in fall occasionally yield below the average. Early fall gardens are usually difficult to start for want of moisture. The fifth is usually a good average crop year, yielding well in fruits and general field crops. The sixth year is more moist than the fifth, yielding perhaps less fruit, but more in general field crops. The seventh year again is unusually wet. In the sixth, seventh and first years of the cycle the rainfall, while more than abundant east of the 100th meridian, is enough to produce fairly good field crops as far west as the foothills of the Rocky Mountains. In the other four years there is enough rainfall east of the 100th meridian and more or less drouth west of it.

A complete failure of the ordinary field crops, or the fruit, berry and truck garden crops is not on record east of the 100th meridian. A money crop of one kind or another has always been produced and the grower has never failed to make ends meet, though sometimes he would have liked a bigger revenue. There are years in which the fruit is of extra fine quality and very abundant and again there are lean years.

Many hold a theory that the terrestrial climate is directly influenced by the periodical presence or absence of spots on the surface of the sun; that the sun revolves on its own axis, and that in a cycle of seven years the greatest area of sunspots will be opposite the earth for nearly three and one-half years, cutting off enough of the sun's heat to produce a cooler, variable and rainy summer temperature. In the other three and one-half years, the sunspots are not opposite the earth. The sun's heat rays are less obstructed, resulting in a warmer, more uniform summer temperature and less rain.



Pittsburg, Kansas.

The "Sprig of Myrtle," the official magazine of the Knights of Pythias, published at Minneapolis, Kans., recently contained the following description of this important manufacturing city in Kansas:

Pittsburg, the metropolis of Southeast Kansas, the richest section of the Sunflower state, where the Knights of Pythias of Kansas meet this year, is the fifth city in the state in population, the first in industrial activity, first in freight shipments, and second to none in push, progress and prosperity.

There is no city in the state which has had as steady and permanent a growth as Pittsburg. Incorporated twenty-six years ago, Pittsburg had in 1880 a population of 1,000; in 1890, a population of 7,200; in 1900, a population of 12,000, and this year, according to the last census, a population of nearly 16,000 and still growing.

Surrounded by a rapidly growing industrial community, with extensive interurban electric railways pushing out in every direction, with new manufacturing industries locating in the city almost every month, attracted by a cheap fuel, and with very extensive railroad shops now in operation and being materially added to, which will employ 2,000 men when completed, Pittsburg at the present pace will have a population exceeding 50,000—and that is what Pittsburg is working for.

Pittsburg ranks first in the state in industrial activities. There is no section in the state, ten miles square, so thickly populated, or with so many industrial concerns, factories, mines, workshops and railroad terminals as there are within the ten miles square of which Pittsburg is the center. Within this section are nearly 200 coal mines, employing close to 15,000 workmen, who either live in Pittsburg or in suburban towns connected with Pittsburg by electric interurban lines.

In addition to the coal mines, which are the greatest west of the Mississippi river, and which have an annual output of over 6,000,000 tons, Pittsburg has many and extensive manufacturing concerns.

Pittsburg has a world-wide reputation as the seat of the zinc smelting industry in America, and the large zinc works of the Lanyon and Cockerill interests form one of the city's most important and growing manufacturing interests, zinc spelter being shipped from Pittsburg to every part of the world.

The largest tile and sewer pipe manufacturing works in the west are located in Pittsburg, as are also the largest vitrified paving brick works in the west, as well as other large building brick manufactories. The Custodis Chimney Construction & Brick Company is one of the important industries of this city as well as of the west.

Two of the largest meat packing plants in the state are located here, an immense manufacturing plant, big foundry and machine shops, boiler shops and other manufacturing plants too numerous for detailed mention.

But while Pittsburg is a great industrial center it is also a desirable place to live. There are no prettier streets in Kansas than are to be found in Pittsburg, no more lovely homes or handsome lawns, and no finer people.

The schools of Pittsburg are doubtless the best and most up-to-date in the state. It was Pittsburg which started the "manual training" idea in Kansas, and manual training has been a feature of Pittsburg's schools for years.

Pittsburg is the seat of one of Kansas' most attractive state educational institutions, the Kansas Manual Training Normal. Here teachers are taught how to teach manual training. Although in its second year the Normal has grown until it is necessary now, in addition to the city school building being temporarily used, to use two additional buildings adjoining.

The state has purchased an elegant tract of land, forty acres in all, and will, it is expected, within the coming year, erect a handsome building for the Normal.

Pittsburg believes in paved streets. There are miles of them in Pittsburg, and every block is paved with Pittsburg brick, too.

Pittsburg also believes in brick sidewalks—there is not a plank walk to be found in the city.

The streets of Pittsburg are lighted by electric lights and natural gas. There are two modern electric lighting systems in the city and one of the best natural gas systems in the state. Although Pittsburg is out of the natural gas belt, it has a natural gas system, gas being piped in from the fields, and supplied for domestic use at 25 cents per thousand.

Pittsburg is the center of a network of inter-urban electric lines, owned by the Pittsburg Electric Railway Co. There are now about twenty miles in operation, connecting with the towns of Crawford and Cherokee counties, and as rapidly as construction gangs can work the lines are being extended both north and south so that ultimately Pittsburg will be the center of over seventy miles of inter-urban electric railway.

Two other systems are also working on electric lines which will connect Pittsburg with Southeastern Kansas and Southwestern Missouri.

Within the city of Pittsburg are four parks, Lincoln Park, Forest Park, Lake Park and League Park. Just south of the city limits on the electric line is a new park

to be opened this summer, being established at a cost of \$50,000 by the owners of Electric Park at Kansas City, which will rival that park as a pleasure resort.

Within the past month Pittsburg voted \$7,000 bonds to purchase a tract of forty acres of timber and hill land, and make a city park which already is a spot of scenic beauty.

Pittsburg is a city of churches, there being some of the finest church edifices in the state here.

Pittsburg has one of the finest public libraries in the state and has a Chautauqua Assembly which is one of the largest and most successful in the west.

In every respect Pittsburg is a good place to live and make one's home, as well as being a manufacturing, railroad, commercial and industrial center.

Pittsburg is one of the most important railroad centers in the state. There are employed in Pittsburg, and making their homes here, close to 2,000 railroad men. The Kansas City Southern maintains its division headquarters in Pittsburg, this being the general headquarters of the northern division. The large machine, car and coach building and repair shops of this system are located in Pittsburg, employing at the present time 700 men, and the company is now engaged in building additional shops at a total expense of \$750,000 which will, when completed, give employment to over 1,000 more workmen, which alone will add 5,000 more people to the city's population.

The Missouri Pacific, Frisco and Santa Fe also operate freight division headquarters, employing many crews, and making Pittsburg an important freight terminal.

There is no city in the state more favorably located for wholesale and commercial shipping interests than Pittsburg. And the large commercial concerns recognize this fact, as is evidenced by the large number of wholesale and jobbing houses which make headquarters in Pittsburg.

The force of traveling salesmen who work out of Pittsburg, making their homes here, is legion and the wholesale interests of the city are very extensive. With seven lines of railroad belonging to the Kansas City Southern, Santa Fe, Frisco and Missouri Pacific systems running from Pittsburg, extending into every direction, and opening vast territories of trade to the commercial interests here, Pittsburg is able to reach the

trade of Southern Kansas, Indian Territory, Oklahoma, Northern Arkansas and Southwestern Missouri in direct and successful competition with the houses of St. Louis and Kansas City, having just as good freight rates and a shorter haul.

Pittsburg is peculiarly located, and has peculiar advantages, such as are not enjoyed by any other city in the state. With inexhaustible veins of coal underlying the entire section of which Pittsburg is the center, enabling coal to be furnished for manufacturing use at as low as \$1.00 per ton, and even lower on large contracts, manufacturers are unable to find anywhere cheaper fuel.

In addition to this cheap fuel Pittsburg has an inexhaustible artesian water supply, obtained at a depth of 1,000 feet by bored wells, which insures a water supply for manufactures which can always be depended upon.

With seven lines of railway reaching into every section, the manufacturer is enabled to reach the markets with as desirable advantages in the way of shipping convenience and rates as any of the large cities could afford.

The immense deposits of fire-clay which enable Pittsburg brick to rank first and foremost in the state for building purposes, are also inexhaustible, and can be had in abundance.

An example of how manufacturing can be conducted at bed rock as far as expense is concerned, is shown by several large concerns in this city. One of the largest brick works operates its own coal mine, getting an abundance of coal as cheap as could be mined; adjoining its coal mine it gets the finest quality of fire clay, and secures an abundance of the best water for its works from artesian wells adjoining the works.

There is plenty of room in Pittsburg for more manufacturing concerns. There is no better location in the United States for manufactories than Pittsburg, with abundance of cheap fuel, and a network of railroads making low rates and an unlimited market. And it is needless to say that manufacturers do not have to stand and knock for admission.

Every inducement will be afforded by the Commercial Club of Pittsburg to enterprises desiring to locate in Pittsburg, and all that it requires is a hint to the Commercial Club, the secretary of which is Captain W. J. Watson.



About Indian Lands.

A careful examination of the government records and reports shows that in the whole Indian Territory, there were on April 16, 1906, a total of 95,058 approved allotments of land, divided as follows: Choctaw Nation, 26,887; Chickasaw Nation, 10,886; Cherokee Nation, 36,892; Creek Nation, 17,585; Seminole Nation, 3,108. These are again divided into full bloods, 27 per cent; mixed bloods, 47 per cent; inter-married citizens, 3 per cent; freedmen (negroes) 23 per cent. From ten to twelve thousand additional allotments may be made to inter-married whites and recently born children.

Under Section 19 of the Curtis Act the living full bloods can sell no lands for 25 years, but the allotments of all deceased full bloods are immediately subject to sale. Under the existing law, living mixed bloods can sell all land except homesteads by advertising through the Indian Agent, or by securing removal of restrictions. Inter-married citizens can sell all their land except their homesteads, unrestricted. Freedmen can sell all their lands except homesteads, unrestricted. In the Chickasaw or Choctaw Nations the freedmen have only an allotment of a forty acre homestead. The entire allotments of all deceased full bloods, mixed bloods, inter-married citizens and freedmen are now subject to unrestricted sale.

In 1904, when Congress passed the law removing restrictions from adult freedmen and inter-married citizens

about 12,000 came under this classification. Of these forty per cent were adults and sixty per cent children, so that out of the 12,000 allotments affected by the law of 1904, 4,800 became subject to sale unrestricted.

Section 22 of the new Curtis bill provides, as above stated, that the heirs of any deceased allottee may sell the entire allotment of the deceased free from restrictions, excepting only, that if any heir be a full blood, his sale must have the approval of the secretary of the interior.

Indian lands allotted to individuals, 14,184,618 acres. Total number of allottees 95,058, saleable allotments, now dead claims, etc., 24,000. Inter-married adults, now living 1,000. Mixed bloods adults, living, 18,000; freedmen, adults—who have surplus land—living, 4,000; total, 47,000. Minors allotment of saleable classes, but subject to laws relating to minors, 22,000. Total saleable allotments, 69,000. Not saleable now, full bloods living, 19,000. Choctaw and Chickasaw freedman—having forty acre homesteads only, 700. Total allotments not saleable, 26,000. Tribal lands not allotted about 5,800,000 acres.

As soon as all allotments are made in each nation the secretary of the interior is under the law to sell all surplus land, except about 45,000 acres set aside as coal land, also all of the above 26,000 non-saleable allotments are subject to sale immediately on the death of the allottee and can be rented now.

The Clay Manufacturing Industry of Pittsburg, Kan.

Locations which are rich in coal are usually also well provided with valuable clays which may be turned to account in various ways. Pittsburg Kansas, is exceptionally well favored in this direction. Her coal mines ship over 300,000 cars of good merchant-

able coal per annum, and use an enormous tonnage at home for the manufacture of lead and zinc and for operating the four or five great brick, tile and sewer pipe factories, which have been in operation from three to six years, and employ between six hundred

and one thousand men. Their annual output of manufactured and finished clay products exceeds 6,000 car loads, Pittsburg has the cheapest coal fuel in any desired quantity, but in addition to this has gas in abundance and at the lowest possible price.

The several different clay manufactories are operating in different lines, some making a specialty of fine pressed brick, others making chimney bricks, vitrified bricks for street paving, vitrified sewer pipe, electric conduits, drain tile, partition tile, hollow building blocks, wall copings, etc. The Pittsburg product of various kinds is much in demand and shipped in great quantity to points in Kansas, Missouri, Texas, Nebraska, Arkansas, Oklahoma, Indian Territory, and to points on the Gulf Coast and on the Pacific Coast.

All of the Pittsburg clay works had small beginnings and the description of one of them will convey an idea of what the others are like. The Pittsburg Sewer Pipe and Conduit Company has been in operation six years. Its output in 1905 was 1,025 car loads and it kept one hundred men permanently employed. The special work of this plant is to manufacture vitrified sewer pipe, electric conduits, drain tile, partition tile, hollow building blocks, etc. The plant is fully equipped and run by a four hundred horse power engine. The shale used, and of which there is an inexhaustible quantity, is said to be the very best adapted to the manufacture of articles of this kind.

From the time the material for the pipes and conduits leaves the pits in the form of shale until manufactured, the processes through which it goes are continuous and varied, requiring a vast amount of machinery and a large number of employes in handling it.

About fifteen hundred yards from the main buildings are the pits from which the material for the pipes and conduits is first taken. Here are extensive beds of shale which are loosened up first by means of blasting. A hole is drilled into the bed of shale to a depth of from nine to fifteen feet, according to the location, and the blast put in. From one hundred to one hundred and fifty tons of shale are loosened up with one blast.

After the shale is loosened up by means of blasting, it is loaded into pit cars by men with shovels. These cars are pulled to the incline by horses, over the track which extends from the main building to the pits.

When the car reaches the incline it is pulled up to the second floor of the building by means of a hoisting engine. It is emptied into the chutes below and the empty car lowered to the foot of the incline and pulled back by horses to the pits to be reloaded. The two old pit cars hold two tons of shale each.

After the shale passes in the chutes it is allowed to go into the crusher. A man stands at the bottom of the chute and watches the shale that it may be fed properly into the crusher. After the shale is pulverized by the crusher, it passes through an elevator to the floor above and is thrown on screens of two different sizes, the finer dust going through one screen and the coarser through the other. It is then carried through two other elevators back to the second floor again and is thrown down into what is called the reserve room, where is kept all the surplus shale not used.

From the reserve room the shale passes to the wet pans. Here the shale is mixed with water and stirred up by machinery. One man constantly watches the process in order that the proper proportion of water may be used.

After the shale has been wet it passes through another elevator and thence through chutes into what are called feeders. One of the feeders is called the fast feeder and the other the slow. The wet shale goes first into the slow and from there into the fast. A man standing at the end of the slow feeder is letting it down into the fast feeder which immediately throws it into the moulding machinery. Should the slow feeders, or boxes into which the shale is thrown from the chutes, fill faster than used by the moulding machine, a signal is given by the man at the feeder and the chute is closed. The shale is carried through the feeders by means of slats attached to belts. On the slow feeder these

belts run slowly but on the other with rapidity.

As the shale leaves the fast feeder it goes into a large upright cylinder, and is pressed by heavy machinery through the cylinder into the moulds by means of steam pressure. In the moulding there is used a tremendous pressure of sixty tons. The lesser cylinder is pressed into the outer which forms a socket. The space between the two cylinders gives the tiling its shape. To the lower end of the outer cylinder is locked a plug. As soon as a tile is moulded the plug is unlocked and the tile cut the proper length, and is lowered by an automatic attachment to a table beneath. If the tile is of the kind flaring at the bottom, a board is placed on the top end, which is straight, and the tile, held on a revolving table by two men, is turned with the straight end down.

The reason for this is that the flaring end is not strong enough to keep its shape under the weight of the tile when placed in this position. Some of the heaviest tiles weigh over four hundred pounds.

It requires about a week for the tiling to dry. In the meantime the tiles are removed to another room, trimmed and corrugated. The drying process is done by means of steam pipes.

The tiles after they leave the drying rooms go to the kilns, of which there are twelve. They are here burnt from five to nine days before they are finished. The heat at first is moderate but is gradually increased. When it has reached the maximum of intensity salt is thrown into the kiln. This process of using salt is what gives the tile its glazed appearance. This done, the work of manufacturing is completed and the tiles are removed to the yards.

The tiles and conduits are moulded by machinery into various sizes according to the size of the moulds. The tiles vary in size, being made from three to twenty-four inches in diameter. The electric conduits used for underground wires are also made in different sizes, graded according to the number of channels in each con-

duit. The smallest conduit contains one channel and the largest six. The drain tiles and hollow building blocks are made by the brick machines at the same yards.

In the same building in which the tiles and conduits are manufactured but in a separate room is a force of men engaged in making vent traps—crooked tiles, slop hoppers, baskets, etc., by hand. They make these traps from material partly finished by machinery. What is called a junction is made with two tiles before they are hardened. A hole is cut into the side of one tile and the end of the other tile is moulded by hand to this at the hole to form the "Y" and "T" junctions, the first forming an acute angle and the latter a right angle. Then there are the tapering tiles made from the straight ones by cutting out slices from the end toward the center and moulding the remaining ends together.

Pittsburg, the center of this industry, is a flourishing city of 15,142 people within the city limits, and 15,000 more within a few miles distance. Its increase in population during 1905 amounted to 700 people in the city and 2,000 in the immediate suburbs. It is distant from Kansas City 129 miles, and above sea level 945 feet. During the year 1905 there were erected in Pittsburg 300 new dwellings at a cost of \$300,000, 100 new business buildings at a cost of \$600,000, one church building costing \$17,000, waterworks improvements costing \$75,000, street and sewer improvements costing \$15,000. There were established in the same time, the Standard Ice and Fuel Co.'s ice plant, cost \$75,000, an enlargement to the Alphons Custodis Chimney Construction Co., cost \$50,000, enlargement of Pittsburg Sewer Pipe and Conduit Co., cost \$75,000, they employing 120 men. The Novelty Mfg. Co., the Block Zinc Mfg. Co., two new planing mills, a cereal factory and 25 new coal mines, employing 2,000 men were also opened for business. A new electric light plant, costing \$60,000, is under construction, and large extensions are being made to the electric-interurban line connecting Pittsburg with the other cities in the coal and zinc mining region. The

daily bank balances average \$1,800,000 in the three local banks. Twelve new mercantile establishments and a bank with \$250,000 capital were also opened for business. The shipments from

Pittsburg during the year amounted to 300,000 car loads of coal, 200 cars of corn, 20 of oats, 6,000 of clay products, 150 of cattle, 600 of wheat, 150 of spelter, 100 cars of hogs.

Newton County, Missouri, and Neosho.

Newton County, Missouri, is one of the oldest organized counties in the state, having been settled in the first half of the last century, by the pioneers from Kentucky, Tennessee, Virginia and the Carolinas, who were attracted here by the many springs and the abundance of good water. The farming interests were, as elsewhere, developed first, stock-raising being an important part of the farming operations. Later on came the development of the lead and zinc deposits, so abundant in the southern half of the county, and more recently the commercial production of fine fruits has become an important industry. Other special industries have grown up in the course of years, and at this date Newton County has perhaps a greater variety of resource than has any other County in the state.

Neosho, the County Seat, is an old town, keeping pace with the development of the surrounding country. More or less manufacturing has been done in Neosho since it was founded, but during the last five years more than half a million dollars has been invested in new manufacturing enterprises.

There are in Newton County, 3,043 farms having an acreage of 351,663 acres, or an average of 92 acres to the farm. Of this acreage 193,560 are improved and 126,375 are in cultivation. The total assessed valuation of the farms of Newton County is \$4,131,875. The main strength of the farms lie in their adaptation to the cultivation of both tree and small fruit, and the raising of these products in a commercial way constitutes a very important source of income to the farmer. Of the one hundred and fourteen counties in Missouri, this

county stands seventeenth in the production of wheat, 151,722 bushels having been shipped out of the county last year, exclusive of what the fifteen roller mills in the county consumed. During the year 55,155 acres of wheat were harvested, producing 772,170 bushels. The prevailing price obtained for this wheat was seventy cents per bushel. The corn production amounted to 1,000,250 bushels, and came from 40,010 acres, bringing an average price of forty cents per bushel. In oats there were 8,010 acres, producing 160,200 bushels; sold for \$32,040. The hay production amounted to 16,000 tons, coming from 10,000 acres and yielding a revenue of \$120,000. The value of the wheat, corn, oats and hay products of Newton County will in the aggregate, amount to about one million dollars. The average income per farm amounted to \$177 for wheat, and \$130.40 for corn. The average yield of Irish potatoes amounts to 250 to 300 bushels per acre and that of sweet potatoes from 300 to 400 bushels per acre.

The diversity of products shipped from Newton County during 1905 is shown in the following list: Cattle, 1,852 head; hogs, 6,174 head; horses and mules, 152 head; sheep, 1,040 head; wheat, 151,722 bushels; corn, 5,288 bushels; oats, 3,752 bushels; flax seed, 3,216 bushels; hay, 166,000 pounds; straw, 200,000 pounds; flour, 2,894,466 pounds; ship stuff, 1,820,290 pounds; apples, 1960 bushels; hardwood lumber, 36,000 feet; walnut logs, 13,500 feet; railroad ties, 2,250; fence and mine posts, 11,200; cordwood, 1,128 cords; cooperage stock, 1 car; lead ore, 1,650 tons; zinc ore, 14,240 tons; pig lead, 6,450 tons; tripoli, 7,200,000 pounds; junk, 8 cars; dressed poultry, 233,869

pounds; live poultry, 469,785 pounds; eggs, 624,220 dozen; butter, 25,875 pounds; cheese, 160 pounds; peaches, 101 baskets; grapes, 266 baskets; strawberries, 97,233 crates; raspberries, 12,094 crates; fresh fruit, 18,609 pounds; dried fruit, 917 pounds; dressed meats, 8,702 pounds; game, 21,949 pounds; fish, 72 pounds; furs, 2,275 pounds; feathers, 1,129 pounds; hides and pelts, 171,793 pounds; lard, 360 pounds; tallow, 2,610 pounds; wine, 3,960 gallons; vinegar, 28 gallons; honey, 305 pounds; potatoes, 4,064 pounds; onions, 60 bushels; vegetables, 67,265 pounds; canned goods, 37,075 pounds; tobacco, 184 pounds; wool, 8,160 pounds; ice, 6,878,450 pounds; nuts, 2,500 pounds. The aggregate value of these shipments was \$2,049,071; showing an increase of \$867,090 over the preceding years output.

The assessed value of lands in Newton County for 1905 is \$2,242,630, though the actual value is two or three times this amount. Agricultural bottom lands now sell readily for prices ranging from \$40 to \$50 per acre. Prairie lands run in value from \$30 to \$45 per acre. This means improved land within a radius of four miles from Neosho. Timber and pasture lands sell now from \$15 to \$25 per acre. The adaptability of the pasture and hilly lands to the profitable production of berries and small fruits is responsible for the apparently high price asked for them. Twenty acres of hilly gravelly strawberry land have netted their owner \$5,000 per annum. The apples in a seven acre orchard were sold on the tree for \$500, while the crop of a 15 acre orchard brought the owner \$1,200. When lands ordinarily used for pasturage can be made to yield large revenues as stated, there need be no surprise concerning land values.

The total taxable wealth of Newton County as shown in the County Assessor's books, amounts to \$6,192,368, of which \$4,131,875 is charged against lands and town lots. The personal property is assessed as follows: Horses, \$218,550; mules and jacks, \$40,885; cattle, \$168,015; sheep, \$865; hogs, \$21,925; all other stock, \$420; miscellaneous personal property, \$306,-

560; corporations, \$96,180; money, notes, etc., \$479,590; railroads, \$944,219.

The railroad facilities of the County are excellent. It is traversed by the Kansas City Southern, the St. Louis & San Francisco and the Missouri Pacific Railways. The first two named pass through Neosho, the county seat, while the towns of Grand Falls and Granby are reached by the Missouri Pacific Railway. The Kansas City Southern offers direct shipping facilities north and south and has all of Neosho's factories located on its switches, about 2,000 to 2,400 car loads of products are shipped out over this line annually and about 1,600 car loads are brought in.

Fruit-growing has been carried on since the settlement of the County, but within the last five years, the growing of strawberries and small fruit has become an extensive industry. The value of the annual crop is about \$200,000, of which Neosho alone supplies berries to the value of \$100,000. Apples and peaches are grown in large quantities and likewise yield a handsome revenue. The local manufacturing population and those engaged in the mining industry consume a very large part of the food-stuffs produced in the county; the quantity shipped out, is only a small part of the entire production.

The population of the county is thirty thousand. The principal towns are Neosho, the county seat, Seneca, Granby, Newtonia, Ritchey, Diamond, Spurgeon and Stella, in addition to which there are many smaller places.

The City of Neosho.

The population of Neosho numbers fully four thousand. Immediately surrounding the little city are about one thousand acres in strawberries, from which are shipped annually about 100 carloads of fruit. Each car contains 600 crates, which at \$2 per crate brings the value up to \$1,200 per car. The prices obtained vary at times, occasionally being as high as \$3.25 per crate, though \$2 per crate is a safe annual average. Another thousand acres are devoted to the cultivation of apples; peaches, pears, plums, grapes, vegeta-

bles and poultry-raising, from which a large income is also derived.

The larger manufacturing enterprises are the following:

The Mutual Manufacturing Co., Capital \$50,000—Plant for manufacturing farm wagons. Cost of plant \$25,000. Employs 75 to 150 men, with pay-roll of \$1,000 to \$1,200 per week. Neosho Foundry and Machine Works, established 1879, manufactures mining and milling machinery and ore dressing plants, and the Neosho Cross Lift Pump. Annual output to the value of \$100,000 and employ from 25 to 35 men, with an average pay-roll of \$300 per week. Neosho Planing Mill, established 1869. Annual output \$60,000 to \$75,000, employs 12 to 15 men. Neosho Creamery, capacity 2,000 pounds of cream per day, or about 600,000 pounds per annum. Output about 150,000 pounds of butter at an average value of 35 cents per pound. The Western Crupper Co., manufacturing about 50 dozen cruppers per day. Neosho Cigar Factory, output about 85,000 cigars per year. Neosho Plow Factory, established about 36 years ago. Manufactures 1,500 turning and cultivating plows, 1,000,000 pounds of window weights and 1,000 post-hole diggers per annum. Value of annual output, \$25,000 to \$30,000 and employs 16 to 20 men, with pay-roll of \$150 per week. The Neosho Flour and Corn Mills have a daily capacity of 400 barrels, and consume 600,000 bushels of wheat annually. The elevator capacity is 100,000 bushels. The annual output

of corn products is about 600 cars of corn chops and 75 cars of meal, about 30 men being constantly employed. The Missouri and Kansas Grain Co., of Neosho, during 1905 manufactured 789 cars of feed worth \$395,000. The Neosho Milling Co., has a daily capacity of 200 barrels of flour and 100 barrels of meal. The annual output is worth \$250,000 per year, and the mill consumes annually 300,000 bushels of wheat and 40,000 bushels of corn. The output for 1905 was 250 cars of flour, 100 cars of wheat and 50 cars of meal. The J. M. Rush Mill has an annual capacity of 500 barrels of flour and 900 barrels of corn meal, the annual business amounting to \$25,000. The Valley Mills have a capacity of 75 barrels of flour per day and ship annually about 50 cars of flour, 20 cars of feed, 10 cars of meal. Another mill a short distance from Neosho, has a daily capacity of 35 barrels. The water works system of Neosho has cost \$45,000 and is adequate for all present needs. Among the other notable institutions are a woolen mill, gold fish farm, U. S. Government Fish Hatchery, seven rural routes, several wagon factories, wholesale harness house, wholesale hardware, wholesale grocery, Scarritt Collegiate Institute, local and long distance telephone system, wholesale dry goods, Building and Loan Association. Two weekly newspapers and one daily, three banks carrying deposits amounting to \$797,785.29 and a very complete public school system.

The Long-Bell Model Farms.

A Bon Ami correspondent of the Alexandria Town Talk writes the following interesting letter about the Long-Bell experimental farms between Bon Ami and De Ridder:

"For a considerable time the Long-Bell Lumber Company has been considering the problem of the utilization of its denuded pine lands. The history of the

old lands in Michigan lent encouragement to the effort, but it required an outlay of considerable money combined with experience in the culture of Southern lands. In this as in all enterprises undertaken by Mr. R. A. Long, the greatest care was exercised both in the selection of the land and in the persons to whom the details were to be entrusted.

The scheme was principally given to Mr. W. F. Ryder, one of the staff officials of the Long-Bell Company, to work out, and that he has done his work well goes without saying. First was the selection of the land for experimentation. Two of the Long-Bell plants, the King-Ryder Lumber Company of Bon Ami, La., and the Hudson River Lumber Company of De Ridder, La., adjoin, the distance being about three miles. This tract, three miles long by one-half a mile wide, containing approximately 1000, acres, seemed to offer the best possible conditions for the experiment. The soil, sandy in part and partly the red land, the color caused by the presence of red oxide of iron, gently undulating, is ideal. The tract was covered with stumps, old logs and brush, all of which must, per force, be removed before the land would be in a condition favorable for cultivation. The selection of a superintendent, a man well up in the horticulture of the South and fruit raising was a matter of vital importance. Mr. Ryder, after thorough investigation, recommended Mr. T. S. Granberry of Georgia, who had the endorsement of some of the leading fruit growers of the Southwest. He was duly appointed and entered upon his duties

January 9, 1906. Three of the Faultless stump pullers were purchased, a corps of men and teams were put in commission and the work of cleaning up the land begun. The progress has been remarkable and the tract already presents an attractive appearance. A neat cottage, 32x40 feet with an L 14x26 feet, containing six rooms, has been built for the superintendent. A barn, with accommodations for 32 mules, grain, hay, etc., has also been erected. To accommodate the workmen a boarding house 28x38 feet with an L 14 feet square for a sitting room has been constructed. It is the ultimate intention to divide this land into twenty acre tracts, erecting a cottage on each. The intention is to break a portion of the tract this spring, plant peas and other forage crops, together with vegetables, watermelons and canteloupes. No effort will be made to ship this year. In the fall a large peach orchard will be set out, the trees having been already purchased. Seventy-five per cent will be Elbertas, twenty-five per cent other varieties. The eyes of all the great companies are on this experiment, for it may save them thousands of dollars in experimental work."

Inter-Denominational Young People's Missionary Conference of the Southwest,

SILOAM SPRINGS, ARK., AUGUST 10-15, 1906.

Convention Southwestern Pastors and Sunday School Superintendents,

SILOAM SPRINGS, ARK., AUGUST 16-20, 1906.

For above occasion round-trip excursion rates of one fare plus 50 cents to Siloam Springs and return have been authorized from all points in Arkansas, Indian Territory, Iowa, Kansas, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma and Texas.

Dates of sale: August 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16.

Final limit: August 31, 1906.

Extension of limit: The return limit of these excursion tickets will be extended to thirty days after date of sale (Summer Tourist Limit) or ninety days after date of sale (All Year Tourist Limit) upon payment of the difference between the rate originally paid and the round-trip Summer Tour-

ist or All Year Tourist Rate as the case may be, from starting point to Siloam Springs.

Stopovers at Siloam Springs.

Stopover of not to exceed ten days at Siloam Springs en route will be allowed on all one way first-class tickets sold to points beyond Siloam Springs.

On round-trip tickets, stopovers on both going and return trip within final limit will be allowed a Siloam Spring.

For further information and literature descriptive of Siloam Springs or about above conventions write to

S. G. WARNER,
G. P. & T. A., K. C. S. Ry.
Kansas City, Mo..

The Surplus Products of Missouri.

A remarkable story of the growth and development of Missouri industries is contained in the twenty-seventh annual report, just issued, of the State Bureau of Labor Statistics and Inspection.

Reduced to dollars, the combined value of the excess production of all the counties of Missouri exceeded 240 millions. The surplus of one county alone, Jasper, was nearly 23 million dollars, representing for the most part the value of zinc and lead mined in that section. Jackson County ranks sixth, with an excess of \$5,612,517, and in the diversity of its products furnishes probably the best example of the great variety of commodities produced in the state.

The returns for 1904 probably place Missouri fourth among the states of the Union in the production of surplus livestock. Estimates give Missouri first place for the year in the production of live and dressed poultry, eggs and feathers. The aggregate value of these commodities alone reached \$32,272,217.

In mining the state leads the world in some minerals. Ninety per cent of

all the zinc mined comes from Missouri, and nearly all of this from Jasper County. Of coal there were mined 4,368,000 tons, of which 3,707,027 tons were surplus.

Jackson County produced in greater or less quantity, nearly everything enumerated among the state's commodities, excepting minerals. There were shipped 30,876 head of cattle, 57,263 head of hogs, 2,551 head of horses and mules, and 14,629 sheep. Of the surplus cereals there were 208,755 bushels of wheat, 117,765 bushels of corn, 7,504 of oats, 2,644 of rye and 2,144 of flaxseed. The mills of the county shipped 11,212,799 pounds of flour, 356,000 pounds of corn meal and 12,840,000 pounds of ship-stuff.

Among the surplus farm products were 602,575 pounds of dressed poultry, 589,977 pounds of live poultry, 535,880 dozens of eggs, 57,158 pounds of butter, 1,600 pounds of cheese and 130,430 gallons of milk. Of the corn cobs used in the manufacture of "Missouri meerschaums" Jackson County contributed 30,000 pounds.

Industrial Notes.

BEAUMONT, TEX.—A new boat building yard is to be established here at an early day. Boats for river navigation and coast-wise traffic are to constitute the principal output of the new plant.

DE QUEEN, ARK.—The De Queen Light & Ice Company, whose plant was recently destroyed by fire, are now building a new plant with a capacity of twenty-five tons of ice per day. The new brick building will be 60x90 feet in dimensions.

DE RIDDER, LA.—The Kirbyville & Eastern Railroad has been completed to this point and will now be continued eastward.

FORT SMITH, ARK.—The Ballman Cummins Furniture Co., the McLoud Furniture Co., and the Arkansas Cotton Oil Co., are making extensive additions to their factories

in order to keep abreast with their growing trade.

The compilers of the new city directory, to be issued about June 1st, report the population of Fort Smith at 32,539. The names of 9,297 people are given in the directory.

The Hotel Main is now being enlarged and renovated from top to bottom. When the work is completed the hotel, with its addition, will have ample accommodations for 200 guests.

JOPLIN, MO.—It is estimated that more than \$2,000,000 will be spent for new buildings in Joplin during 1906. Contracts for more than one million dollars have already been let. These comprise the new Joplin hotel, \$500,000; the Bendelari building, \$10,000; Catholic Church, \$75,000; Episcopal

Church, \$25,000; Eagles' Club House, \$50,000; city jail, \$25,000; theater, \$40,000; Missouri-Kansas Creamery Co., \$10,000; Keller wagon factory and other buildings.

The increase in population from 1905 to 1906 has been 3,640 persons. The present population is 40,000. The contract for the new hotel, "The Katherine," on the corner of Fourth and Main streets, has been let. The contract price was \$350,000. The contract for the plumbing amounted to \$60,000. The old Joplin Hotel, which occupies the site of the new hotel, will be torn down within the next thirty days.

Joplin wants a wholesale hardware business. It presents the best opportunity in the United States for a wholesale hardware house, and a good business man with \$10,000 or more can interest local capital in the enterprise. Write for information to Secretary of Commercial Club, Joplin, Mo.

LAKE CHARLES, LA.—A pleasure pier with a two-story pavilion at its end is being built out into the lake 200 feet. It will have ample facilities for entertaining visitors. The new electric car line recently built is now in full operation. A new opera house is to be erected here in time for opening in the fall season. The Newcombe Transportation Company has been incorporated for the purpose of transporting lumber by water to Port Arthur and thence abroad. The United States government has just let a contract to build a canal ten feet deep through Calcasieu Lake so as to afford navigation to the Gulf. The Kansas City Southern Railway Co. has just completed an eight-mile branch line from Lockport Junction to the sulphur mines.

MARBLE CITY, I. T.—Ground has been broken for the erection of the Marble City Bank building. This building will be constructed entirely of marble and cover a space of 50x60 feet, being two stories high.

MENA, ARK.—The Southwestern Slate Company have added twenty-five men to their working crews and are getting ready to ship slate just as soon as railway connection can be made.

The engineers of the Kansas City Southern Railway are now in the field engaged in making surveys for the Hot Springs branch.

NEOSHO, MO.—A Chautauqua Assembly will be held at Neosho from July 4th to last eleven days. A large attendance is expected. The building of a cannery, costing \$15,000, is now under advisement.

PITTSBURG, KANS.—The Pittsburg Water Company have thoroughly overhauled and extended the system by installing new engines, laying new mains and improving the buildings and reservoirs. The outlay has been over \$100,000.

The Mineral Lands Electric Railway is said to be contemplating a line between Girard and Pittsburg, Kans.

POTEAU, I. T.—The Poteau Electric Light & Ice Company has been organized with a capital of \$25,000, and will begin construction without delay. The D. W. Milam pine and hardwood mill, erected at a cost of \$20,000, has just begun operations.

PORT ARTHUR, TEX.—The Newcombe Transportation Co., recently incorporated in Louisiana, will do a general maritime business, build, repair and own ships, operate docks, etc. Much of their business will be done through Port Arthur.

There never was a greater activity in loading foreign bound ships than at present, one hundred and twenty-five longshoremen have been telegraphed for to help load cargoes and ships now in the harbor.

A new skating rink, 62x160 feet, was begun in April and will be ready for use about the middle of May. It is well out in the lake and will form a handsome addition to the white pleasure city standing in the waters.

Advices from New Orleans convey the information that a new line of ships will soon be put in service to run between New Orleans, Port Arthur and Havana in Cuba.

The Holland stockholders of the townsite company have placed at the disposal of their agent a large sum of money to be loaned to those desiring to build homes here.

The opening day of the Port Arthur Pleasure Pier, May 1st, was attended by 4,000 people, who were brought by excursion trains from points in Texas and Louisiana. The work of dredging the lake canal to connect the Sabine and Neches rivers with navigable water is progressing rapidly. The United States government has appropriated \$536,500 for this purpose. It is currently reported that the Southern Pacific Railway will soon build into Port Arthur. The grain export for 1905 amounted to 2,000,000 bushels.

SILCOAM SPRINGS, ARK.—An estimate of the apple crop of Benton and Washington counties, Arkansas, gives a total of 3,000,000 barrels. Peaches are not very abundant, though quite a number of Elberta orchards will have a good crop. The strawberry crop will be large.

A general missionary conference will be held here in August and the annual Chautauqua in July. A very large attendance to both is promised.

The Silcoam Spring Hotel Company has been incorporated and will erect a modern hotel to cost about \$50,000.

SHREVEPORT, LA.—A creosoting plant with a capacity for treating 9,000,000 feet of lumber and 1,000,000 ties is now under consideration. The plant will represent an investment of \$100,000.

Shreveport is now fully supplied with natural gas. About 6,000,000 cubic feet are supplied per day. Factories and large consumers receive their gas for 12 cents per 1,000 feet.

The Continental Bank and Trust Company of Shreveport has been organized with capital of \$400,000.

The school board has just purchased a lot at a cost of \$20,000 and will erect, before January 1st, 1907, a large handsome school building.

The State Fair Association has been organized and it is thought that an exposition will be held during the coming autumn.

KANSAS CITY SOUTHERN RAILWAY CO.

J. A. EDSON, President.
W. COUGHLIN, General Manager.
E. E. SMYTHE, General Freight Agent.
C. E. PERKINS, Assistant General Freight Agent.
H. A. WEAVER, Assistant General Freight Agent.

S. G. WARNER, General Passenger and Ticket Agent.
F. S. RAWLINS, Superintendent Transportation.
H. E. WHITTENBERGER, Supt. (N. Div.) Pittsburg, Kas.
W. H. DE FRANCE, Asst. Supt. (S. Div.) Texarkana, Texas.

GENERAL OFFICES, KANSAS CITY, MO.

TEXARKANA & FORT SMITH RAILWAY CO.

J. A. EDSON, President.
W. L. ESTES, First Vice-President.

W. H. DE FRANCE, Assistant Superintendent.
C. E. PERKINS, General Freight Agent.

S. G. HOPKINS, General Passenger and Ticket Agent.

GENERAL OFFICES, TEXARKANA, TEX.

ARKANSAS WESTERN RAILWAY CO.

J. F. READ, President, Ft. Smith, Ark.
J. A. EDSON, V.-President, Kansas City, Mo.
W. COUGHLIN, Gen'l Manager, Kansas City, Mo.

H. E. WHITTENBERGER, Superintendent, Pittsburg, Ks.
E. E. SMYTHE, Gen'l Freight Agent, Kansas City, Mo.
S. G. WARNER, Gen'l Pass. Agent, Kansas City, Mo.

GENERAL OFFICES, KANSAS CITY, MO.

Traffic Representatives of the Port Arthur Route.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains. rates of fare and transportation facilities.

BEAUMONT, TEXAS. J. C. Mow (K. C. S. Ry.), Commercial Agt. R. A. Morris (T. & Ft. S. Ry.) City Ticket Agt.
CHICAGO, ILLS., Marquette Building. O. G. Parsley (K. C. S. Ry.), General Agent.
DALLAS, TEXAS, Slaughter Bldg. A. Catuna (K. C. S. Ry.), General Agent.
FORT SMITH, ARK. H. N. Hall (K. C. S. Ry.), General Agt. C. E. Pitcher, (K. C. S. Ry.) City Pass. & Ticket Agt.
HOUSTON, TEXAS, Biaz Bldg. E. E. Elmore (K. C. S. Ry.), General Agent.
JOPLIN, MO. C. W. Nunn (K. C. S. Ry.), General Agent. S. O. Lucas (K. C. S. Ry.), Ticket Agent.
KANSAS CITY, MO., 9th and Walnut Streets. J. C. Brown (K. C. S. Ry.), City Passenger & Ticket Agent. E. C. Fox, (K. C. S. Ry.), Depot Ticket Agent, 2nd and Wyandotte Streets.
LAKE CHARLES, LA., 824 Ryan St. E. E. Gibson, (K. C. S. Ry.), General Agent. E. S. Carlson, City Ticket Agent.
NEW ORLEANS, LA., 710 Common Street. J. M. Carriere (K. C. S. Ry.), General Agent.
ST. LOUIS, MO., Chemical Building. C. H. Ivers (K. C. S. Ry.), General Agent.
SHREVEPORT, LA., Caddo Hotel Bldg. C. O. Williams, City Pass. & Ticket Agt. A. B. Avery, Union Station Ticket Agt.
TEXARKANA, TEXAS. S. G. Hopkins, General Passenger Agent. S. M. Gibson, (T. & Ft. S. Ry.), General Agent.

M. D. DUTTON.....	Traveling Passenger Agent, Kansas City, Mo.
J. H. MORRIS.....	Traveling Passenger Agent, Kansas City, Mo.
F. E. ROESLER.....	Traveling Passenger and Immigration Agent, Kansas City, Mo.
F. D. HUNT.....	Industrial Agent, Kansas City, Mo.

Land Agents Promoting Immigration to the Line of The Kansas City Southern Railway In States Not Traversed by the K. C. S. Ry.

Emmett A. Allday, Atlanta, Tex.
T. P. Anderson, Excelsior Springs, Mo.
Dr. H. J. Aberly, South Omaha, Neb.
M. D. Andes, Bristol, Tenn.
E. M. Austin, St. Joseph, Mo.
W. H. Axton, Rockport, Ind.
C. B. Amyx, Chanute, Kans.
C. E. Balou, Eldandisville, Ills.
C. T. Balseley, Danville, Ills.
L. E. Baker, 1648 LaSalle, Chicago, Ills.
A. Baffetti, 188 Madison, Chicago, Ills.
Baker & Shoop, Green City, Mo.
W. G. Banfill, Eaton, Ohio.
D. R. Barbour, Westfield, Ind.
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C. J. Bassarear, Reinbeck, Iowa.
Wm. O. Beattie, Little Falls, Minn.
F. T. Beadle, Quincy, Ills.
L. J. Bell, Wick, Iowa.
E. C. Belt, Oelwein, Iowa.
Geo. W. Benge, Tahlequah, I. T.
A. J. Beakey, St. Marys, Kans.
Bennett & Rees, Georgetown, Ills.
P. H. Bevins, Morning, Iowa.
C. J. Blackburn, Blackburn, Mo.
Quincy Blosser, Blosser, Mo.

E. H. Burlingham, Oelwein, Iowa.
R. H. Cadwallader, Louisburg, Kans.
Camden, Darnell & Co., Indianapolis, Ind.
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S. W. Castle, Sedalia, Mo.
J. C. Christopher, Warrensburg, Mo.
H. B. Clifton, Hamilton, Mo.
H. B. Coffield, Quincy, Ills.
Craven & McCorey, Excelsior Springs, Mo.
L. F. Campbell, Willow Springs, Mo.
A. L. Cruze, Vincennes, Iowa.
T. J. Cummings, Paola, Kans.
E. W. Daves, Marshall, Mo.
H. S. Day, Topeka, Kans.
T. L. Day, Attica, Kans.
Rufus E. Dale, Clarence, Mo.
Ino. L. Doody, Albia, Iowa.
R. S. Duffield, Mason City, Iowa.
J. E. Ebaugh, Glenwood, Iowa.
T. Elmore, Seneca, Mo.
F. M. Eutreten, Coffeen, Ills.
J. M. Entwistle, 90 Washington, Chicago, Ills.
C. W. Elrod, Bern, Kans.
J. A. Fetty, Viola, Wis.
Fisher, Gaunt & Co., Marshall, Mo.
W. D. Ford, Galena, Kans.
W. H. Ford, Quinlan, Tex.

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 W. W. Frazier, Nemaha, Neb.
 P. F. Geb, Reinbeck, Iowa.
 W. A. Gillinwaters, Ozark, Ark.
 W. F. Glenn, Waverly, Mo.
 James Glick, Welsh, La.
 Homer L. Gobble, DeKalb, Mo.
 E. Goodenough, Minneapolis, Minn.
 J. T. Grimes, Hiawatha, Kans.
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 C. H. Gilbert, Lexington, Ky.
 C. E. Hash, Jr., Gentry, Mo.
 W. H. Hagendorn, Colfax, Iowa.
 Delmore Hawkins, Fort Dodge, Iowa.
 A. G. Hagendorn, Curtis, Neb.
 E. S. Hays, DeKalb, Mo.
 F. C. Helder, Manhattan, Kans.
 A. R. Hass, Tingley, Iowa.
 W. W. Harrison, Anderson, Ind.
 W. A. Hanna, Napoleon, Ohio.
 H. Harris, Vesta, Minn.
 N. Harris, Ellsworth, Kans.
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 Miss Helen Kimber, St. Joseph, Mo.
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 Kennan & Sipple, Ladonia, Mo.
 Anron Lambert, Piedmont, Kans.
 J. W. Lambert, Guthrie Center, Iowa.
 G. W. Leach, Bethany, Mo.
 A. W. Legg, Winfield, Ind.
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 P. F. Levins, Ellsworth, Minn.
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 E. F. Lugar, 1508 Chemical Bldg., St. Louis, Mo.
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 A. E. Lowdon, Alma, Ark.
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 Harry Thompson, Iola, Kans.
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 Jenk E. Wright, Chariton, Iowa.
 John H. Watts, Monroe City, Mo.
 D. W. Williams, Smithville, Mo.
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 R. E. Bruner, Kansas City, Mo.
 F. E. Bingham, Kansas City, Mo.
 T. B. Byram, Kansas City, Mo.
 R. H. Bates, Kansas City, Mo.
 W. J. Chambliss, Kansas City, Mo.
 C. F. Church, Sulphur Springs, Ark.
 Wm. M. Clay, Kansas City, Mo.
 D. P. Clemmons, Cleveland, Mo.
 J. H. Cloonan, Bunch, I. T.
 J. N. Cole, Kansas City, Mo.
 James Stewart, Heavener, I. T.
 K. H. Couch, Westville, I. T.
 F. B. Croft, Stotesbury, Mo.
 Collins & Hunsaker, Decatur, Ark.
 W. H. Davis, Stilwell, I. T.
 F. E. DeLongy, Mena, Ark.
 Geo. B. Dennis, Mena, Ark.
 Dunlap & Son, Siloam Springs, Ark.
 B. S. Dunn, Anderson, Mo.
 Chas. W. Edwards, Neosho and Joplin, Mo.

Forrester-Duncan Land Co., Waldron, Ark.
 E. Bee Guthrey, Marble City, I. T.
 Edw. Haglin, Ft. Smith, Ark.
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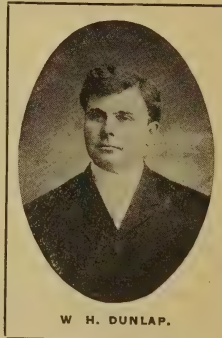
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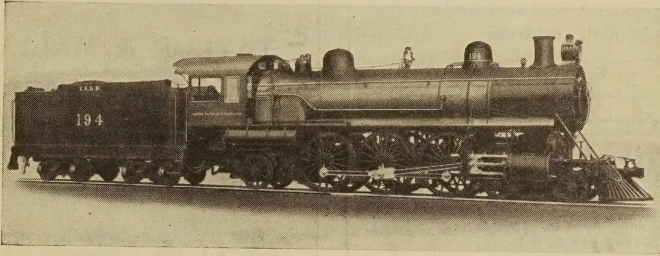
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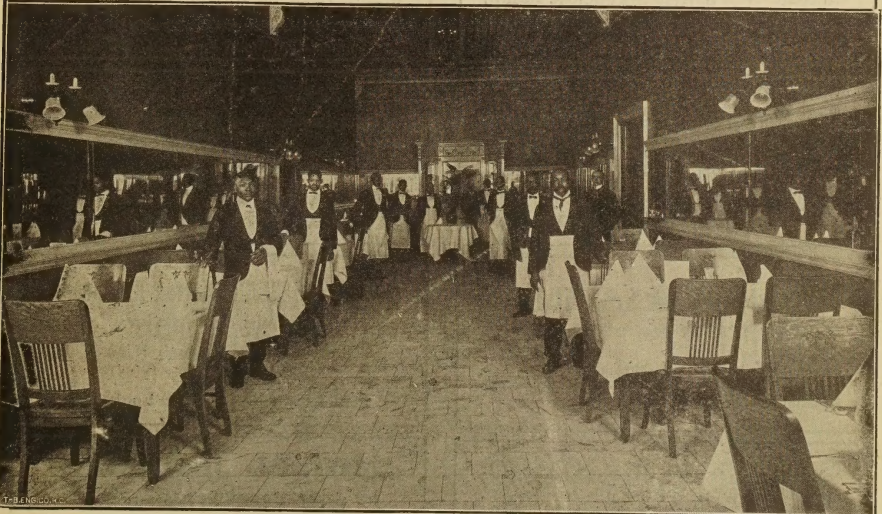
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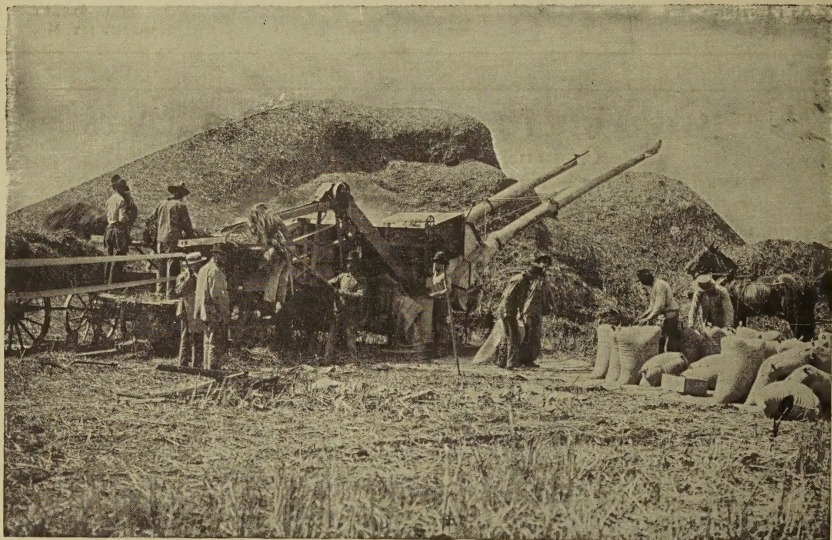
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